

# Hongkong Daily Press.

ESTABLISHED 1857.

No 13,276 號陸拾柒百叁千叁萬壹第 日肆初月十年六十二緒光 HONGKONG, WEDNESDAY, JANUARY 23RD, 1901. 叁拜禮 號叁十式月正年壹零九千壹萬港香 PRICE \$2½ PER MONTH

## RAINIER

### BEER.

It is the best and healthiest drink for you, your family and your friends, that money can buy. It keeps in perfect condition a long time, and climate or weather changes do not affect it.

SOLE IMPORTERS—

**A. S. WATSON & CO.**  
LIMITED.

HONGKONG DISPENSARY.

ESTABLISHED 1841.

## CUTLER, PALMER AND CO.

WINE SHIPPERS SINCE 1815.  
Who have consigned their Brands to Hongkong for over half a century.

Apply to G. C. ANDERSON,  
Hongkong, 13, Praya Central

## NAPIER JOHNSTONES

### SQUARE BOTTLE WHISKY

The sale of this good Scotch increases month by month. It is of Superb Quality and of CUTLER, PALMER & CO.'S SELECTION.  
Sole Agents for—  
**LANE, CRAWFORD & CO.**  
Hongkong.

## JOHN WALKER & SONS'

### KILMARNOCK WHISKY.

This World-renowned.  
Fine Old Highland Whiskies are shipped by CUTLER, PALMER & CO., and are obtainable in Hongkong at  
**SIEMSEN & CO.**

Hongkong, 26th July, 1897.

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PRICE \$10.75 PER DOZEN

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Blend of Selected Distillations of the Finest Scotch Whiskies

Apply to SIEMSEN & CO. Hongkong.

## HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

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WEEK DAYS.

7.30 a.m. to 8.30 a.m. Every quarter of an hour

8.30 a.m. to 9.30 a.m. Every ten minutes

9.30 a.m. to 10.30 a.m. Every quarter of an hour

10.30 a.m. to 11.30 a.m. Every quarter of an hour

11.30 a.m. to 12.30 p.m. Every quarter of an hour

12.30 p.m. to 1.30 p.m. Every quarter of an hour

1.30 p.m. to 2.30 p.m. Every quarter of an hour

2.30 p.m. to 3.30 p.m. Every quarter of an hour

3.30 p.m. to 4.30 p.m. Every quarter of an hour

4.30 p.m. to 5.30 p.m. Every quarter of an hour

5.30 p.m. to 6.30 p.m. Every quarter of an hour

6.30 p.m. to 7.30 p.m. Every quarter of an hour

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3.30 a.m. to 4.30 a.m. Every quarter of an hour

## COTTAM & CO.

DRESS SHIRTS.

DRESS TIES.

DRESS SHOES.

DRESS GLOVES, &c., &c.

## SCHLITZ WORLD FAMED BEER

IS THE ONLY BEVERAGE ONE NEVER REGRETS DRINKING.

### TONIC AND REFRESHING.

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CHEMISTS, AERATED WATER MANUFACTURERS, AND

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EASTMAN'S KODAK'S, FILMS AND ACCESSORIES.

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### AERATED WATERS.

SIMPLE AERATED WATER.

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SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers.

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WINTER SEASON'S GOODS JUST ARRIVED.

### COMPLETE HOUSEHOLD FURNISHING.

LARGEST STOCK OF BEDSTEADS, CARPETS, LINOLEUMS, CURTAINS,

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ESTIMATES FREE.

LANE, CRAWFORD & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:—

**SUPERB OLD COGNAC.**

**C.P. & Co.'s INVALIDS' PORT**

**\$22.50 PER DOZ.**

Distinguished by 4 Stars on the label.

**ANOTHER FINE COGNAC, \$16.75 per doz.**

Less old than the above.

**THE ELITE OF WHISKY.—**

**THE "PALL MALL."**

**\$20 PER DOZ.**

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

**C. P. & Co.'s OWN SPECIAL**

**BLEND WHISKY,**

**\$10.75 PER DOZ.**

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS, THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG.

**EXTRA SPECIAL FINEST**

**LIQUEUR WHISKY. . . .**

A BLEND COMPOSED OF THE FINEST HIGHLAND

WHISKIES, THOROUGHLY MATURED IN SHERRY

CASKS IN BOND.

MILD AND MELLOW.

**CALDBECK, MACGREGOR & CO.**

WINE AND SPIRIT MERCHANTS.

15, Queen's Road, Hongkong, 17th January, 1901.

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JUST LANDED.

Whitaker's Almanack, 1901 ... 70 cts. & \$1.75  
British Journal of Photography Annual ... 75  
Figaro Illustré, Xmas Number, English Edition ... 2.50  
Also a Fresh Supply of  
CHRISTMAS NUMBERS—Pearson's Magazine, Strand, Punch, Harper, Truth, Judge, Wasp Annual, Graphic, London News, Pears Annual  
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From Aldershot to Pretoria, by Rev. W. S. Sellers ... 2.00  
Twist School and College, by Gordon Stables ... 2.00  
Gutta Percha Willis, by George MacDonald ... 1.50  
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Quisante, by Anthony Hope ... 1.50  
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Circle of the Earth, by Knight ... 35  
Broken Bonds, by Hawley Smart ... 35  
Pensées, by Thackeray ... 35  
23 & 25, Queen's Road, Hongkong. [a31]

## BOSS' PATENT PRISMATIC BINOCULARS.

WITH THE FIELD AND POWER OF A TELESCOPE IN THE COMPASS OF AN OPERA GLASS.

OTHER FIELD AND OPERA GLASSES IN STOCK.

ACHEE & CO.,

17A, QUEEN'S ROAD CENTRAL, HONGKONG.

CLUB

WHISKY

\$12 PER DOZ.

## H. PRICE & CO.

12, QUEEN'S ROAD.

## KELLY & WALSH, LD.

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The ENGLISHMAN IN CHINA DURING THE VICTORIAN ERA As Illustrated in the Career of SIR RUTHVEN ALCOCK, K.C.B., D.C.L., Consul and Minister in China and Japan. By ALEXANDER MICHIE, 2 Vols. ... 20.00  
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ASPARAGUS. AETICHAUDS FOND D' BRETS. FRENCH BEANS. YOUNG LARGE BEANS. WAX BEANS FOR SALAD. STRING BEANS. CARROTS. CELERY. RED CABBAGE. GREEN CABBAGE. WHITE CABBAGE. CHEERFUL. CAULIFLOWER. CORN EXTRA. CEPES A L'HUILE. HARICOTS FLAGEOLETS. JULIENNE. MACEDONNE. PARSLEY. PARSNIPS. GREEN PEAS. SOURCROUT. SPINACH. TOMATOES, &c., &c. DRY VEGETABLES. ASSORTED BEANS AND LENTILS. ALSO DRIED EVAPORATED FRUITS. APRICOTS, APPLES, FIGS, PEACHES, PEARS, PRUNES, &c. Apply to—  
**G. GIRAULT,**  
6, QUEEN'S ROAD.

## UNITED ASBESTOS ORIENTAL AGENCY (LIMITED).

SOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE UNITED ASBESTOS COMPANY, LTD., LONDON, CONTRACTORS TO H. M. GOVERNMENT. MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS &c. "GLADIATOR" Packing for High Pressures. Recognized by leading Engineers to be the best combination of Metal and ASBESTOS ever introduced. Reduces friction to a minimum on the best combination of Metal and ASBESTOS ever introduced. "GLADIATOR" and "VICTOR" Piston and Valve Rods, and is absolutely imperishable. "GLADIATOR" and "VICTOR" METALLIC BOILER JOINTS as SUPPLIED to H. M. and other FOREIGN NAVIES. ASBESTOS "SALAMANDER" Non-conducting Boiler Covering. Composition used extensively by the British and American Navies. ASBESTOS FIREPROOF COLOUR and FUNNEL PAINT. "SALAMANDER" Lubricating and Cylinder Oils of the Best Qualities. "CAURICEDALE METAL" Anti-friction Plastic Metal, recognized by engineering experts to be the best Metal in the Market. ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK. Chief Superintendent ... THOMAS SKINNER. Superintendent ... ARCHIBALD RITCHIE. Superintendent ... DODWELL & CO., LIMITED, General Managers

## RUINART PERE & FILS, REIMS

Established 1719. CHAMPAGNE GROWERS AND SHIPPERS. Ship only the Finest Quality Extra Dry (Green Seal). LAUTS, WEGENER & CO. Sole Agents. Hongkong, 17th May, 1898. [152]

## R. J. REMEDIOS.

FOREIGN AND COLONIAL STAMP DEALER. No. 37, CAINE ROAD, HONGKONG. Will be glad to send STAMPS on approval to any address on receipt of satisfactory references. Is also prepared to purchase used Postage STAMPS in Large or Small Quantities for Cash. AGENTS WANTED. 15 to 25 per cent Discount Allowed. [302]

## HOTELS.

### HONGKONG HOTEL

A First Class Hotel in every respect Elegantly Furnished Reading, Music, and Smoking Rooms. Dining Accommodation for 250 persons. Hydraulic Elevators to every floor. Cuisine of the best. Hot and Cold Water throughout. Wines and Groceries imported specially from Europe and America. Electric Lighting in the Billiard Rooms. Wines, &c., cooled by Refrigerator. All Hotel Linen washed on the premises by Machinery. Bedroom Accommodation—132 rooms. Fire Extinguishing Mains on every floor. CHARGES MODERATE. [44]

### THE PEAK HOTEL.

City Office: 7, Duddell Street. [1028] HOTEL CRAIGIEBURN. PLUNKET'S GAP, The PEAK, near the Train Terminus. Tel. 53. For Terms, apply to the MANAGER. Hongkong, 2nd July, 1900. [1029]

### THE WAVERLEY HOTEL

ICE HOUSE STREET, HONGKONG. A FIRST-CLASS PRIVATE HOTEL. Handsomely Furnished and Exceedingly Spacious Rooms. Very MODERATE TERMS to FAMILIES by the DAY or MONTH. [45] THE CONNAUGHT HOTEL. A FIRST CLASS HOTEL of 46 Bed-rooms, elegantly furnished. The Hotel is situated near all the Banks and Principal Offices in the Colony. Special Attention paid to the Comfort of Guests. Cuisine excellent; under Experienced Management. Terms Moderate. A. FONSECA, Manager. Hongkong, 1st December, 1899. [46]

### KOWLOON HOTEL.

THIS HOTEL is situated in a quiet locality, away from the din and disturbance of the City, and surrounded by a delightful Garden, it is an ideal place of Residence. The building stands on an eminence, giving a magnificent view of the Harbour and the City of Victoria. It is within easy access of the Kowloon Wharves, where the principal Mail Steamers disembark Passengers, and from which there is a regular ferry service to Hongkong. Bowling Alloys and Billiards. The Cuisine is Excellent. J. W. OSBORNE, Proprietor. J. H. DOWNS, Manager. Hongkong, 8th September, 1900. [3096]

### HING KEE HOTEL.

(ESTABLISHED 1873) MACAO. THIS First-class and well-famed establishment is pleasantly situated in the centre of PRAYA GRANDE, facing south, with a charming view of the sea on the front. Comfortable and well furnished Bed-rooms. Cuisine Excellent. Prompt Attendance. Terms very Moderate. L. HING KEE, Proprietor. Telegraphic address "HONGKEE" [1819]

### RAFFLES HOTEL, SINGAPORE.

SITUATION UNSURPASSED. THE Finest Hotel in the East. Rooms en suite. Every Room with Private Bathroom attached. Cuisine under two French Chefs. CARRIES A SPECIALITY. Every Home Comfort. Electric Bells throughout the Hotel. Electric Lights. Electric Fans. Terms Moderate. SARKIES BROTHERS, Proprietors. Hongkong, 13th August, 1900. [21]

### MANUSCRIPT MUSIC.

THE Undersigned undertakes to COPY all CLASSES of MUSIC (with or without accompaniment), at very Reasonable Prices, with Neatness and Correction. Apply to— "EUTHERPE," 26, Des Voeux Road. Hongkong, 12th January, 1901. [207]

## VICTORIA CYCLE EMPORIUM.

THE pleasure of cycling consists in having a first class Machine, and the above Establishment is always leading in this respect. We are Agents for the famous "NEW HOWE" and "MONOPOLE" CYCLES, and we also supply fittings of every description. Bargains can be had in second hand Machines. Repairs executed with promptitude and skill. Enamelling a speciality.

MCKIRDY & CO., 43 & 45A, QUEEN'S ROAD EAST, Hongkong, 3rd November, 1899. [a2509]

## GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT. \$5.00 per Cask of 375 lbs. net ex Factory. \$3.40 per Bag of 250 lbs. SHEWAN, TOMES & CO., General Managers. Hongkong, 2nd July, 1900. [a3102]

## WILLIAM MACLEOD, D.D.S.

DENTIST, BEACONSFIELD ARCADE. (Opposite Hongkong & Shanghai Bank.) Hongkong, 10th November, 1900. [a2861]



## INTIMATION.

A. S. WATSON & CO.,  
LIMITED,

WINE MERCHANTS.

ESTABLISHED 1841.

## CLARETS.

ST. ESTEPHE, Red Capsule.....	8.90	8.75
ST. JULIEN, Red Capsule.....	9.00	9.60
LA ROSE, Red Capsule.....	12.96	13.92
CHATEAU HAUT BRION		
LARRIVET.....	18.60	19.20
CHATEAU MOUTON D'AR-		
MAILHACQ.....	21.00	22.20
CHATEAU PONTET CANET 25 00		
CHATEAU LA TOUR CAR-		
NET.....	30.00	
CHATEAU RAUZAN.....	42.00	
CHATEAU LAFITE.....	48.00	

These CLARETS are bought direct from the leading French growers. The lowest priced are of exceptional value and guaranteed to be the genuine product of the juice of the grape, and are not artificially made as is generally the case with cheap wines.

CHATEAU LA TOUR CARNET, CHATEAU RAUZAN, and CHATEAU LAFITE are commended to the notice of Connoisseurs as high-class after-dinner wines of a rich and rare character.

Smaller quantities and sample bottles will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO.  
LIMITED.

On the 16th January, 1901, at 1, Acushnet Villa, Bubbling Well Road, Shanghai, the wife of J. L. BROWN, of Shanghai, MARRIED.

At St. John's Cathedral, on the 15th January, by the Rev. J. F. Cobbold, M.A., HARRY SARAH ELLEN, only daughter of the late H. A. HOLMES, Esq., to Llewellyn T. A. C. SHILLINGTON, of Portree, Isle of Skye, Scotland.

On the 16th December, 1900, at 2, Northumberland Place, Kingston, JANE LOUISA, widow of the late Wm. Henry CUSACKEN, of "Clonard," O. Wexford.

## The Daily Press.

HONGKONG OFFICE: 14, DES VEXES ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 23rd January, 1901

In response to an invitation from our London evening contemporary, the *Globe*, Mr. ARCHIBALD LITTLE has written from Chungking to that paper, giving an *aperçu* of the situation in China. He entitles it "A Plea for the Chinese," and attempts to answer the question, what is to be the next step? Judging by the past, he says, our own authorities are the last people to answer this question. "They drift, waiting on events. They have ordered their nationals out of the field, but how are they going to bring them back?" This exodus "has excited the minds of the people, who now think, ignorant that they are, that 'the missionary incubus has been removed, and they certainly will not now lightly 'take it on again.' As to the reason of the exodus Mr. LITTLE asks, pertinently enough, why was the great expense and stoppage of business incurred, and by whose authority? In June last the British Government, through Mr. Consul M. F. A. FRASER, instructed all British subjects to clear out of the three Western provinces of Szechuan, Yunnan, and Kweichow. Other nations followed, but the merchants stayed behind, and so did the French. The reason given for the flight was the coming of hostilities on the Lower Yangtze, but now it appears, says Mr. LITTLE, that nothing of the kind was contemplated by the British Government. The affair has had its effect on the Chinese, and, failing an object lesson demonstrating the might and determination of the European, the writer doubts the refugees being again able to live safely scattered through the interior, even should they be allowed a peaceful return to their now abandoned homes. Granted, then, that such object lesson is needed, he says; who can it be best carried out? It will not

be sufficient to make the Chinese officials once more responsible for the lives and property of Europeans in Western China. "You may make the officials responsible, but when the populace gets out of hand, the officials have not the power to control it, even if they have the will. Chinese officials are powerful as long as they act in consensus with public opinion, such public opinion being expressed by the local gentry and elders, but they cannot 'defy this public opinion without a strong 'armed force at their back, which, in the 'remoter parts, they do not possess."

Mr. LITTLE has a scheme, or rather two schemes, for saving the situation in China. These are either to grant China, by common agreement among the Powers, absolute independence, including the abolition of extraterritoriality, such as have been granted to Japan, or else to administer the country as a protected State. The first alternative he considers the ideal plan, and, by watchfulness on the part of Ministers and Consuls, backed by an appeal to force in the case of flagrant injustice or oppression, he declares it not to be so impracticable with a civilised people as ninety-nine out of a hundred Europeans will assert it to be. Mr. LITTLE is indeed sanguine. Japan was in a very different position when she obtained the privilege which he proposes should be given to China. The watchfulness of Ministers and Consuls is, as has been proved over and over again, a very doubtful quantity on which to rely; and the appeal to force is the cause to which the previous wrongs done to Chinese by foreign Powers have been due. It was the appeal to force for the flagrant injustice in the murder of a German missionary which led to China losing Kiaochow to Germany, and in consequence Port Arthur to Russia and Weihaiwei to Britain. With Chinese officialdom as it is, flagrant injustices must constantly arise, and we cannot see that the abolition of extra-territoriality will mend this. The officials must be reformed first and this change cannot be made with the stroke of a pen. The proposed abolition may come in the future, but to precipitate it will assuredly be most impolitic. In default of his first scheme, Mr. LITTLE sees absolutely no course open but the Egyptianising of China; either through an international committee sitting in the capital, be it Peking or Nanking; or by a division into national spheres acting through the Viceroy in the respective provincial capitals. We hope never to see the division into national spheres, for it cannot but be the prelude to that partition of China which is dread of all the wisest minds who have devoted themselves to the study of Chinese affairs. It is not seriously to be entertained that any empire-seeking Power—and it is not two or three Powers alone who deserve the epithet—is likely to manage a sphere for five years and then hand it back to China. This would only postpone a general conflagration for five years, whereas our duty is to avoid it altogether, if we can. The idea of an international committee sitting in the capital of the Empire is feasible, but it presents enormous difficulties. China will not lend itself to true "Egyptianising," for the Chinese are very different from the Egyptian fellahen. Moreover, Egypt has only been managed successfully since it practically became a possession of one country, which does not propose to evacuate it. Reform in China to be lasting must come from within. By all means let there be as much foreign assistance as can be given and as is acceptable to the best Chinese statesmen. But can this assistance be given from an international committee sitting in the capital? The scheme is too vague as put forward in the *Globe*.

The British cruiser *Orlando* left for practice on the 21st, and the French cruiser *Descartes* departed for Macao yesterday.

The month of Ramezan—i.e. the month of fasting—terminated yesterday. To-day is observed as a public holiday by all Mohammedans.

The new regulations as to launches in the harbour, which come into force on the 1st February, are published in a *Government Gazette* Extraordinary.

The Mitsui Bussan Kaisha, Agents here for the Osaka Shosen Kaisha, informed us yesterday morning that they had been advised by wire from Amoy that the latter company's steamer *Tenai Maru* had stranded on a reef off Quomoy Island, near Amoy, on the 21st instant. No lives were lost, but it is feared that the steamer will be lost.

We have been requested to invite subscriptions for the widow and four children of the schoolmaster Yeung Ku Wan, who was murdered in his schoolroom in Gage Street on the 10th instant. They have been left totally without support, and some friends of the deceased have already contributed \$105, to be used for the support of the family as required. This sum has been placed in our hands, and we shall be glad to receive any subscriptions which may be sent and to see that they are used as may be required for the benefit of the widow and children. We think this is a case that one of the numerous missionary societies, or native benevolent associations, might take up.

Captain C. G. Pritchard, R.G.A., has been appointed to perform the duties of adjutant to the Hongkong Volunteer Corps until the end of March.

Shanghai papers report the sudden illness of the Rev. Dr. J. R. Hykes, Vice-Consul-General for the United States. He was taken ill on the morning of the 16th instant, soon after his reception of the new Taoist at the offices of the Consulate. Latest papers report an improvement in Dr. Hykes's condition.

A Rugby match will be played to-day between the Club and the Navy, at 4 p.m. The Club team will be—Back—Russell; three-quarter backs—Harriman, Beattie, Grindling; forwards—Hallifax, Clark, Wilson, Sanford, Von der Pfordten, Loring, Vivian, and McMurtrie.

At the theatre last night Pollard's Lilliputians gave their opening performance of the musical comedy *In Town* before an enthusiastic house. Owing to the late hour at which the performance closed we reserve any remarks till to-morrow's issue, but we may say that the show was a complete success—as indeed all this company's pieces have been.

Later advice than those reported in our issue of yesterday state that the British bark *Queen Margaret*, on which speculators were paying 10 per cent. re-insurance, arrived at Tacoma on 28th December from Hongkong, after a passage of 60 days. She encountered very heavy gales and was a week off the Cape before she could make the entrance. The *Queen Margaret* left Hongkong two days prior to the *Castle Rock*, which is bound here and on which 15 per cent. re-insurance has been paid.

Nine of the twelve Japanese first-class battleships and cruisers, designed soon after the conclusion of the Japan-China war, have been completed and brought home. They are the battleships *Asahi* (15,447 tons), *Fuji* (12,426), *Shikishima* (15,088), and *Yashima* (12,140), as well as the cruisers *Idzumi* (9,906), *Yokusho* (9,903), *Adzumi* (9,456), *Asama* (9,355), and *Tokuma* (9,855). With regard to the remainder, the battleship *Hatsuse* (16,240 tons), and the cruiser *Tsukuba* (9,906) are expected to leave England by the middle of next month for home, while the battleship *Mikasa* (15,210) is to be completed by the end of this year. The last-named three warships are under construction in England.

Another crowded tent met the performers at the Circus last evening, and another two hours and a half of fun, amusement, and instruction were awarded those who assembled under the spacious canvas. The management announce a complete change of programme to-night, when the Sisters Frezagnard will make their debut in Hongkong. They are said to be the most versatile performers ever brought to the East and appear in a realistic whirlwind of "Legmania," at present the craze of London. Further, Willie and Nellie Harmanston Love will appear in their great wire act. The flexible *Marvel Ajax* will present a realistic representation of the habits of the crocodile. There is to be a matinee this afternoon.

The *N.C. Daily News* of the 19th inst. says:—The Captain of the Australian transport *Den of Airie* is apparently at last out of his trouble, since Messrs. Butterfield & Swire have purchased the cattle the transport brought over, which the German authorities here as well as at Taku and Chefoo refused to take. It appears the *Den of Airie* was chartered some time ago to bring over cattle for the German troops at Taku on a certain date, i.e. before the port was closed. The transport arrived with its cargo but too late, consequently the German authorities refused to accept it. The Captain tried Chefoo, and also here, but failed to get rid of the stock to the original consignees, and was therefore placed in an unenviable position, from which Messrs. Butterfield & Swire have at last released him.

Continuous heavy gales and hurricanes have been experienced in the Pacific during the past month, and vessels crossing from the United States to China and Japan have had the full force of them. Quite a number of small craft are missing along the coast, and a few sailing vessels are posted as overdue. The *Rathdown*, a full-rigged ship from Yokohama in ballast for Portland, over one hundred days out, has, it is feared, met a typhoon, and foundered. She was lightly-laden, and doubtless has overturned in the storm and perished with all hands. The price of re-insurance on the *Rathdown* has been mounting steadily since she was first posted on the overdue list, until the price now quoted is 83 per cent. Even with this tempting figure there are few men taking chances on her, even though it is known that the *Rathdown* was a staunch vessel.

The *N.C. Daily News* states that news has just arrived that the Christians in the district of Cheuchou, Eastern Honan, have been persecuted anew. As affairs had quieted down the converts began meeting together in each other's house for worship. All went well till the nephew of Yuan Shikai, Governor of Shantung, arrived in the district. This person immediately headed a move against the Christians. He enlisted a band of 700 men and began to seize the converts and, dragging them to the temples, compelled them to go through the forms of idolatrous worship. Under pain of having their homes destroyed, the converts were forbidden to meet together again. Two of their number were sent down to ask advice and help of the missionaries. It is rather significant that a missionary such as this should be inaugurated by a close relative of one of the parties to the famous Yangtze Viceroy Compact. It is satisfactory to learn that the officials on the spot had disbanded the 700 recruits.

Owing to a strike in the printing office of the *Echo de Chine*, the publication of the paper was suspended for several days last week.

Leave of absence has been given to Colonel Buck, the U.S. Minister to Japan. He left Yokohama a few days ago for the States by the steamer *China*.

A Seoul telegram reports that a party of Americans have secured a contract for building waterworks inside the Palace grounds for a sum of two million yon.

Lieut. A. Alexander, 8th Bombay Cavalry, and Lieut. J. E. Gausson, 1st Bengal Lancers, now serving in China, have been appointed special service officers with the Jodhpore Lancers.

News was received on the 17th inst. by the Chinese officials at Shanghai that the statement that the peace conditions have actually received the Imperial assent is premature. The game apparently continues.

The Dutch community of Singapore are subscribing for a handsome present to Queen Wilhelmina on the occasion of her marriage, and a grand ball will be given in the Town Hall on the day of the wedding.

General Voyron telegraphed to Paris last week from Tientsin that all his troops were in occupation of their barracks, and that they had been ordered not to leave them except for the protection of the inhabitants. Snow was abundant, and the sanitary conditions excellent.

A Seoul despatch of the 12th inst. to the *Asahi* says that the electric railway projected by Americans to connect Seoul and Kaijo has been sanctioned. It will avoid the route of the proposed Government railway between the same towns. A contract has been concluded between the Korean railway authorities and Mr. Cawthron—so the name is given in the telegram.

For the purpose of investigating the petroleum business in Beholgo, Totomi, the Hokkaido, Akita, and elsewhere, within the country, the Japanese Department of Agriculture and Commerce has decided to send three experts, with fourteen assistants, to these places. The expenditure for the purpose, amounting to 29,442.50 yen, is included in the Budget.

The *Universal Gazette* says that the Chinese Government has appointed H.E. Yang Yu, Chinese Minister to St. Petersburg, to be a Peace Commissioner with full power to negotiate with the Russian Government on the subject of the evacuation of Manchuria by the Russian troops. The same paper also states that a special steamer of the C. M. S. N. Co. will be sent to Korea to convey H.E. Han Shin-peng, Chinese Minister to Korea, whose recall at the instance of H.E. Li Hung-chang has already been mentioned.

After a six weeks' trial it has now been proved that the Harbour Office which was opened on 1st December at Moji is insufficient to procure the safe passage of steamers through the Shimonoeki Straits without another harbour office on the opposite shore of the Strait. In view of this, the Japanese Government has decided to establish a branch harbour office at Shimonoeki. The funds for the undertaking have been framed in the budget for the next fiscal year commencing in April next, and the office will be established soon after the budget has received the approval of the Imperial Diet.

It would appear that the cigarette-making industry of Japan will shortly be wholly in the hands of a Trust. Messrs. Murai Brothers, Limited, recently bought out Messrs. Kimura of Tokyo at a very high figure, and it is said that another small factory has now been purchased at Osaka, and that negotiations are in progress for the purchase of a third. If this is accomplished, states the *Kobe Chronicle*, the manufacture of cigarettes in Japan will practically be in the hands of one company, and, curiously, the Trust thus formed—perhaps the first real Trust in Japan—is dominated by American capital to the extent of sixty per cent. of the total.

A new Japanese Admiralty port is to be opened at the Maizuru, in the province of Tango, during the next fiscal year. On the opening of the port, the warships and torpedo boats now attached to the Admiralty ports of Yokosuka, Kure, and Sasebo, will be distributed among the four ports, including that of Maizuru. The new Admiralty port will be provided, as are the other ports, with a marine corps and a shipbuilding yard. Work on the new port has been rapidly progressing, and should no hitch occur in its completion, the naval installation will be formally opened simultaneously with the arrival in Japan of the battleship *Mikasa*, the last of the ships on the extensive shipbuilding programme drawn up after the conclusion of the Japan-China war.

We have received from the Statistical Office of the Ministry of Marine and the Colonies, Lisbon, a copy of the *Album de Estatistica Graphica dos Caminhos de ferro Portuguezes das Provincias Ultramarinas*, showing the extent, traffic, receipt and expenditure of Portuguese colonial railways for 1897-8. The work is published by the Companhia Nacional Editora de Lisbon, and under the auspices of the Ministry for the colonies. The statistical maps are very nicely got up. The total extent of the Portuguese Colonial railways is 331 kilometres, mainly in South Africa. The Beira line, of which no statistics are given, measures 239 kilometres. The Lourenço Marques section leading to the Transvaal border, is of 89 kilometres, and, from a financial point of view, forms an exception to the rule, being the only line which shows a surplus in the receipts. On the west coast of Africa the Loanda-Ambaca line, of 321 kilometres, and in India the Mormugao line to the British frontier, of 82 kilometres, both show heavy deficits.

## TELEGRAMS.

"DAILY PRESS" SERVICE.

## THE QUEEN'S ILLNESS.

LONDON, 21st January, 7.40 p.m.

## MONDAY NIGHT BULLETIN.

The Queen's brain-symptoms cause most anxiety. The Monday night bulletin states that a slight improvement was maintained throughout the day.

## ARRIVALS AT OSBORNE.

The Rt. Hon. C. T. Ritchie has been summoned to Osborne. The Kaiser has arrived there.

## OFFICIAL MESSAGES.

We have received from H. E. the Governor copies for publication of the two following telegrams:—

"Governor, Hongkong, to the Secretary of State, London, dated 21st January, 1901.

"Colony of Hongkong learns with profound grief of serious condition of Her Majesty the Queen, and fervently prays that the Almighty may be pleased to restore Her Majesty to health."

"Secretary of State, London, to Governor, Hongkong, dated 21st January, 1901.

"I am desired by Their Royal Highnesses the Prince and Princess of Wales to gratefully acknowledge message of sympathy which you have sent on behalf of the Colony of Hongkong."

## REUTER'S SERVICE.

LONDON, 20th January.

## THE QUEEN'S ILLNESS.

The Queen's condition is causing the gravest anxiety; all the family have gone to Osborne, and the German Emperor has started with the Duke of Connaught, who was at Berlin. A British cruiser will meet them at Flushing and convey them to Osborne. The Queen's illness is causing the most profound feeling, and anxious groups crowd around the newspaper posters reading the latest news. At the early morning services, prayers were offered for Her Majesty's speedy recovery.

## THE QUEEN'S ILLNESS.

It is unofficially reported from Osborne (8 p.m.) that the Queen was in *extremis* and that it was only a question of hours.

LONDON, 21st January.

## THE QUEEN'S ILLNESS.

The Royal family is assembled in the bed chamber of Her Majesty, and the end is expected at any moment.

## SUPREME COURT.

Tuesday, 22nd January.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR JOHN CABELINGTON, C.M.G. (CHIEF JUSTICE).

LI SHENG V. THE WING FUNG TAI FIRM. In this case the plaintiff sued the defendant for recovery of possession of the tenement No. 19, Jervois Street, \$500 for mesne profits, and he also claimed costs.

Mr. Slade (instructed by Messrs. Wilkinson and Grist) appeared for the plaintiff, and Mr. Robinson (instructed by Mr. Holmes) for the defendants.

The case for the defendants (Mr. Robinson having opened) was proceeded with, further evidence being called.

Mr. Slade then opened for the plaintiff and proceeded to call his evidence.

The hearing was adjourned.

## THE CHINESE EASTERN RAILWAY.

The *Rossiya* announces that the governing body of the Eastern China Railway has just ordered six steamers to be built for service in the Far East. Two of these steamers, the *Amur* and *Argun*, will be built in the shipbuilding yards at Rostock, in North Germany; two others, the *Shikha* and *Nami*, will be built at Grabow, near Stettin; and the last two, *Mongolia* and *Manchuria*, will be constructed at Trieste. At first these steamers will be used for conveying to the Far East the material necessary for the construction of the Eastern China Railway, and when that railway is completed, the vessels will form a regular steamship service for passengers and goods between the various ports of Russia in the Far East. These six steamers are to be turned out in a very short space of time. When the railway authorities were asked why none of the vessels in question had been ordered in England, they replied that the British shipbuilders are so busy and therefore so independent of getting fresh orders, and that there is always such a risk of a strike in British shipbuilding yards, that it was deemed to be wiser to place the orders in Germany and Austria. Another reason, which has not been given, is that Russia means to keep the peace with Germany in the Far East, so long as it may be possible; with regard to England, the unexpected may happen at any time, and then an embargo would at once be laid upon all vessels being built for Russia in British yards.

## CANALS IN CHINA.

(Continued).

Now and then an entry about some new appointment, or a notice of praise or blame in the *Peking Gazette*, throws an unexpected light on matters of general interest. One recently published lets us into the condition of the communications between the north and the south of China. Probably most foreigners resident in China have an idea, imbibed when at school that there exists a grand series of canals, beginning at Hangchow and leading up to the walls of Peking; and that the ordinary traveller has nothing to do beyond step into a boat anywhere about Hangchow or Soochow, and after a few days or weeks at most find himself quietly at anchor under the walls of the Capital. As a fact, as a public highway the canal does not exist at all, and as a road for the transport of rice to Peking it can be only made use of once in the year when at an enormous expense, a fleet of rice-junks is washed by a flood of water, taken from the Yellow River at high flood, from the village of Ch'angkin, near Tungshing in Shantung, to Lintung on the river Wei. By a great effort the empty boats are able to get back some three months later, after which the channel is so far silted up as to require to be dug out for the next year's traffic. Except to supply perquisites to a number of useless and greedy officials, the Canal is utterly useless. The carriage of the rice, even if required at Peking, could be much better effected by leaving it in private hands, and remitting its cost in money; and probably it would be found that were they assured of the non-interference of a paternal government, the people of the districts through which it passes would find means to make the waterway effective. The events of the last year have brought this into prominence. It seems that at the time when the Empress Dowager had planned her great coup, she had intended that troops and supplies should be hurried forward along the Imperial Grain River, for such is its name in Chinese; and towards this end a Manchu on whom she thought she could rely, one Sung'chin, had been placed in charge. Sung'chin, now to his work; thought that the task of removing a temporary dam was a light one; but the channel has been permitted to drift into such a state of neglect that he found the task an impossibility. The Dowager is not a woman to forget an ill turn, so the unfortunate Sung'chin, who most likely according to custom, for it is one of the posts in high request amongst officials, had had to pay down a long price for the office, has been quietly "permitted to retire into private life," and a new official, one Chang Jenchun, has been ordered to take charge in his stead, the charge against the former being his alleged neglect in pushing supplies to Peking, during the tragedy-comedy in the Forbidden City.

Thirteen years ago one of those men who, had he been permitted, would have placed China on the road of progress, the Futai Changyue, took steps amongst other things to have the Canal surveyed and levelled, with the view of making it an open waterway. Changyue's tenure of office was marked by a general reform in the provincial administration, the military element was kept under control, and the civil authorities were made to attend to their respective duties. The end of this was that Changyue died poor, and Peking, instead of being grateful to his memory, had the ill grace to endeavour to extort from his heirs the little that was left, under the pretext that he had embezzled the public funds in his keeping. There is no doubt that a properly constructed canal, which would enable the old waterway to be re-opened, would result in the greatly-increased prosperity of the districts traversed, and this was the view taken of the matter by the old Futai. When, however, the affair was represented to Li Hung-chang, then Viceroy at Tientsin, that obstructive official at once threw cold water on the scheme; and there is little doubt that to his direct influence was to be attributed its failure. However much we may congratulate ourselves on the failure of the Dowager's party to obtain reinforcements to aid in her daring project of murdering the foreign residents in North China, it is in accordance with poetic justice that she herself should have been the first to suffer from the act. A couple of generations ago Shanung was one of the richest provinces of China; now the whole course of the Imperial Canal is marked by ruined villages, while the open country swarms with beggars, whose abject misery tells of a long course of oppression and extortion. What is happening in Shantung has happened in the past in Shensi, and the Dowager, who had been buoyed up with the hope of finding in that province an asylum, where there was plenty to be had for the asking, and where the latest foreigner trouble had not, as discovered that, even more than in Peking where decay has not eaten so deeply into the vitals of the land, she is dependent on the comparatively untouched provinces of the South for the ordinary expenses of her Court. Sad though the story be, it is one that deeply concerns the Powers, who have now become more or less answerable for China; and had they been less attentive to private gain, and a little more anxious to lead by gentle means China into the path of reform at home, they would not have had to pay the penalty in the recent humiliation in North China.

The late Duke of Wellington was brought to Apsley House while an infant to be shown to his illustrious grandfather, the hero of Waterloo. As the child lay in his nurse's arms the Duke bent over him, and the infant, cowering morriously, caught his grandeur by the rather prominent nose, and pulled it. The nurse tried to intervene, but the Duke motioned her to let the boy alone, and turning to Lord Derby, who was present, remarked: "I rather like the novelty!" Doubtless, says the *Daily Chronicle*, many years had elapsed since any one had dared to pull the Duke of Wellington's nose.



## POLICE COURT.

Tuesday, 22nd January.

## BEFORE MR. KEMP.

## BANKING.

**Pa Shu Sheng**, boatman, of San Ching, was charged, on the information of C.C. 223, with unlawfully disobeying an order of banishment (dated 2nd October, 1899) on the 21st inst.

He pleaded guilty, and was sentenced to one year's hard labour.

## CONTRAVENING THE LIQUOR LAWS.

**Lau Kai To**, 231, Hollywood Road, pleaded guilty to selling Chinese spirits on the 20th inst., between the hours of 10 p.m. and 6 a.m. Sergeant O'Sullivan was the complainant, and the information was filed on the declaration of an informer employed in the case.

The defendant was fined \$20 or six weeks' hard labour. The fine was paid, and one half was ordered by his Worship to be made over to the informer.

## WATCH SNATCHING.

**Wong Fuk**, an unemployed freeman, was accused of stealing a silver watch and chain, value \$15, from the person of **Joseph Polaris**, seen on the 21st inst. He denied it.

The complainant said that about nine p.m. on the 21st he came out of the "Rose, Shamrock, and Thistle" on the way to look for a bed. The defendant, coming up, asked him the time. The complainant pulled out his watch, which the defendant snatched away, and bolted.

He was pursued by the complainant, who saw him pass the watch and chain to another man. The complainant succeeded in arresting the defendant, who thereupon shouted to his accomplice to return the watch. This man did, handing the article over to the defendant, who gave it back to the complainant. The defendant then asked to be allowed to go, but the complainant held on to him and ultimately handed the thief over to an Indian constable.

The defendant stated that the complainant, who was drunk at the time, was showing his watch to a crowd of Chinese, and had it stolen. The man who snatched the watch got away.

One month's hard labour.

## THE USES OF A QUEEN.

A lagoon saw a number of boat-women at Stanley on the 21st inst., two of whom were busily engaged in cutting trees. He proceeded unobserved in this direction, and when just on the point of arresting the two offenders, the others set on him, holding him by the queue to give the woodcutters time to get away in their boat, which was beached close by.

The lagoon, however, managed to free himself and arrested the two women, who were fined \$3 or 10 days' each. The fine was paid.

## ASSAULT.

**Chan Fok**, a bricklayer, denied that on Monday he assaulted a hawk and damaged the latter's stall to the extent of \$2.

The complainant said the defendant would not pay for what he bought, but instead banged him with a stick and threw a brick at the stall, the crockery on which was ruined.

The defendant, on the other hand, alleged that it was he who was hit with the stick, and that, to square accounts, he shed a brick at the stall.

The fine, including compensation, came to \$5, which sum the defendant paid.

## INTERFERING WITH GOVERNMENT WORK.

**Wai Tai**, contractor, 45, Pottinger Street, admitted that on the 11th January, without a permit from the Public Works Department, he opened up the public road to wit, Starkey Street—whereby there was danger of injuring the Government discharging trap connected to the Government sewer.

Mr. J. A. Wilson, Public Works Department, was the complainant.

The defendant paid the fine imposed—\$30.

## HEAVY FINE FOR OPIUM.

**Lam Sui**, engineer on the s.s. *Chau Tai*, was charged with the unlawful possession of forty tins of prepared opium, without a valid certificate, on the 21st inst.

Defendant pleaded not guilty, and handed in an export certificate to justify his possession of the opium. This certificate, on examination, proved to be an old one, and he was fined \$500, or three months' hard labour. The defendant went to prison.

**THE SHANHAIKWAN RAILWAY.**

An English officer writes to a home paper as follows from Shanhaikwan:

"When you heard of the taking of Shanhaikwan I wonder if you realised what it meant. Here we are completely in the dark, except for the one broad reason that we occupied it to save it from the Russians. To prevent them from stealing the railway and looting the town, we first occupied it, and then converted it into an international stronghold. It is certainly splendidly fortified with modern guns and forts, and in the hands of the Russians, would have been a most dangerous obstacle to peace. As far as I can see, the one aim of the British is to try and save China from the Russians, though the magnificent disregard of all recognised principles of honour gives the latter Power a tremendous advantage. The Allies—what a misleading name!—frame rules which bind the British, but do not fetter the other Powers at all. I wish the Allies had let it alone, and given the Russians some taste of war in attacking these forts. They are only bluffing, after all; they have not enough soldiers to guard their own frontier, and a week's real war would bankrupt them. Their ships are not had to look at, but with their coaling stations frozen up they would be out of action in a week. Yesterday the Russian guards at three railway stations were cut up by Chinese. Serve them right for stealing the line."

I am quite pro-British in sympathies. Why should China be forced to accept our civilization and manners? For thousands of years they have been quite happy, and then foreign devils come simply to make money; and because they think they can make money faster, try and force reform upon the Chinaman, which he despises, and religious which disgust him. Imagine the horror of a Chinaman when told that the Bible says he is to leave his father and mother, and cleave to his wife! Every Chinaman provides for his father and mother, and any poor relations as a matter of course, and family ties are so strong that he will sell his life if the money will keep his parents from want. And yet he is supposed to be a callous, cruel, utterly selfish brute. I am afraid I fill all my letters with praise of the Chinese, but it seems unfair to praise a man's reputation at the same time as his health, his morals, his money and his faith, as Europeans seem bound together to do. We have got millions of pounds from the Chinese, and have given them in exchange three wars, a formidable enemy ever present threatening in the Japanese, opium, and missionaries. Luckily, the last are quite innocuous, and have really done some good in reducing the language to some kind of system, and passively also for their murder occasioned the seizure of Hongkong."

## ANOTHER DISASTROUS PANIC AT A JAPANESE FESTIVAL.

A disastrous incident is reported from Osaka. The annual festival of Hirota Temple, Fushimi-machi, Yamaguchi, was celebrated on the 10th inst. An extraordinarily large number of people attended towards the evening. Some one gave a false alarm of fire at about 8.20 on seeing a smoking lamp on the road side near the temple and a general stampede followed.

The same thing happened on the night of the annual festival at Kanda Temple, Tokyo, on the 20th ult., when a child was trampled to death and two others were fatally injured, a number of others sustaining slight injuries.

Happy the Osaka incident was not so serious, but the panic was so great that numbers of men—one account says over a hundred—climbed on the roofs of the cottages by the road side in order to escape the crush, and there cried for help, doubtless thereby adding to the confusion of the needlessly terrorised crowd. At the risk of their lives the policemen endeavoured to stop the mad rush of people toward the temple, but their efforts were almost in vain. Hundreds of pairs of *geta* were picked up at the scene of the accident afterwards, besides a large quantity of hats, shawls and hosiery. Seven medical men were sent for to attend to the injured.

**THE U. S. S. "OLYMPIA."**

The U.S.S. *Olympia* will be out of the hands of the dockyard repairers by June next, and will then rejoin the China Squadron. Her figurehead, it is stated, will be the handsomest of any in the service. It is a reproduction of the classic statue "The Winged Victory," cast in bronze. The cruiser bore no figurehead in the Manila bay fight. She had on her bow simply the national shield in red, white and blue, with gilded scrollwork, a device on all vessels of recent construction. According to specifications and preliminary models prepared by Naval Constructor Baxter, the new figurehead and scroll work will contain about 3,000 pounds of bronze, and will be a lasting, appropriate memorial of the *Olympia's* war service. The figurehead, from the pedestal of dolphins to the eagle's head, will measure about seven feet. Scroll work containing the national coat of arms on either side will run aft and underneath the hull pipes, about twelve feet. For stern ornament Constructor Baxter has chosen this design:—An open space in a scroll frame at the stern, with an eagle perched upon it, and on either side, running forward about six feet to the six-pounder, spars, scroll work dolphins and figures emblematic of war.

**MALARIA AND EMPIRE.**

The *Daily Chronicle* has learnt that the information which has been collected, at the instance of the Colonial Office and the Royal Society, with reference to malaria, will come before a committee representing both. This committee is already in existence—Lord Lister being the chairman—and it has been under its direct supervision that evidence has been collected from malaria-infected parts of Europe and Africa. Dr. Daniels, Mr. Christopher, and Mr. Stephens, who went to Africa, have now returned. They proceeded first to Blantyre, which is so intimately associated with the African work of Dr. David Livingstone. On the Gold Coast, which may be regarded as a hot-bed of malaria, they continued their investigations.

It will be asked, what is to be the immediate outcome of all this research? The Colonial Office will at once bring into use such new lessons as have been well established. For instance, it will inculcate that buildings in malaria-infected colonies should be furnished with contrivances which would absolutely exclude mosquitoes. Scientists, almost without exception, are now prepared to accept the theory that the mosquito is the great carrier of malarial infection. Indeed, the Italian expert on tropical diseases, Dr. Sambon, goes far as to explain sunstroke on the germ theory. Anyhow, the development of our tropical colonies will depend largely on our getting the mastery of the special diseases which pertain to them. Malaria—a disease largely attributable to the mosquito—is the most prevalent of these, and if it can be overcome great areas of the British Empire, to-day difficult to dwell in, will be come perfectly healthy, and, having large mineral deposits, may be expected to become centres of industrial activity.

Mr. Chamberlain is giving a cordial support to whatever may seem likely to forward tropical medicine, and undoubtedly the present investigations are a considerable step. The larger lessons can only be obtained, however, when the special committee of scientists has carefully dealt with the evidence and made a report. This report—one which may be of far-reaching importance for several reasons—is to be expected in the spring.

**ROYAL GEOGRAPHY.**

A French paper gives with apparent approval the following story about the young Queen of Holland. She had an English governess—respectable *miss Anglaise*, says the paper—who gave her once a task to draw a map of Europe. Queen Wilhelmina set to work and produced a map of continental Europe, the chief defect of which was that Holland was exaggerated in size. "That is my idea of Europe," she said. "I beg your pardon," said the governess, "you have left out the United Kingdom of Great Britain." "Oh yes, you are right!" replied the Queen, "here is your United Kingdom," and she put on the map three small dots, the largest being Ireland. It is not stated that she was sent to bed. But as the tale is probably an effort of imagination, we can get over that.

**LATEST STEAMER MOVEMENTS.**

The H. A. L. steamer *Sibiria*, from Hamburg left Singapore for this port on the 22nd inst., and may be expected here on or about the 28th inst.

The Indo-China steamer *Suwaung*, from Calcutta and Suez, left Singapore for this port at 5 a.m. on the 22nd inst.

The N. Y. K. steamer *Hiroshima Maru* (Bombay Line), left Singapore for this port on the 21st inst., and is expected to arrive here on the 27th inst.

The O. & O. steamer *Gaelic*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, and Nagasaki on the 6th inst.

The N. P. steamer *Richmond Castle*, from New York, left Singapore on the 19th inst. for Manila and Hongkong.

**HAIR PRESERVED AND BEAUTIFIED.** The only reliable preserver and restorer of the hair is ROWLAND'S MACASSAR OIL, which closely resembles the oil matter nature provides for nourishing and stimulating its growth, without which the hair becomes dry, thin, and brittle. It prevents baldness and sores, strengthens the hair, and for children it lays the foundation of a luxuriant growth. Also in a golden colour for fair and golden-haired ladies and children. Ask Stores and Chemists for ROWLAND'S MACASSAR OIL, of Hatton Garden, London. [1492—]

## LATE TELEGRAMS.

NEWS VIA JAPAN.

## THE CRISIS IN CHINA.

## TAXATION IN PEKING.

Peking, 10th January.

The powers are considering measures to be adopted in regard to taxation of Peking.

A regulation has been issued by the Headquarters of the Japanese Fifth Division for the purpose of ensuring more effective supervision of Japanese subjects in North China—*Mainichi*.

## GERMAN AND FRENCH OFFICERS MURDERED.

Tientsin, 10th January.

Two German and French officers were murdered by banditti outside of Peking four or five days ago.

Viceroy Chang has petitioned Their Majesties to remove the seat of Government from Hankow to Wuchang. Prince Ching and Li Hung-chang opposed the suggestion and induced Their Majesties to abandon the idea—*Asahi*.

## THE RAILWAY QUESTION.

Tientsin, 10th January.

Field Marshal Count von Waldersee has requested the Japanese Commander to send in an estimate of the expenditure on the railway which was repaired and controlled by the Japanese troops until it was transferred to the Allies. The estimate made by the Japanese Head Quarters amounts to yen 1,920,000.—*Mainichi*.

## THE RUSSIAN TROOPS.

Tokyo, 11th January.

It is rumoured that the Russian Government intends to despatch more troops to China, but the report is doubted, as there is no apparent necessity for such a measure, which moreover must involve a heavy expenditure.

Tientsin, 11th January.

All the Russian troops, with the exception of one company stationed at Tientsin and Tientsin, one battalion of artillery, one company of infantry and cavalry at Shanhaikwan, have now been withdrawn from North China.

Lieut. General Linvitch leaves Tientsin the day after to-morrow. His destination is supposed to be Moukden.

The American Government has lodged a protest against the extension of the Japanese concession at Tientsin.—*Mainichi*.

## THE WASHINGTON PROPOSAL.

Tokyo, 11th January.

It is reported that the American Government has proposed to the powers to remove the site of the peace negotiations from Peking to Washington. The report is evidently well-founded, as a suggestion of the same nature was once brought before the foreign Ministers at Peking. It is further stated that the Japanese Government have received a proposal of this nature from America. It appears to be understood, however, that the proposal is not likely to be put into effect.

## VIEWS OF THE LEADING VICEROYS.

Shanghai, 12th January.

It is stated that Viceroy Liu holds that the proposal of the second article of the Peace Demands has already been adopted by the Chinese Government, which is taking measures to punish the authors of the disturbances, and if it is impossible to punish some of them now, the opportunity must be deferred.

Regarding Article 5 Liu holds that if the Chinese Government is to arrange for the protection of foreigners the importation of arms is prohibited.

It will be necessary to prohibit the secret sale of arms only in order to prevent them reaching the hands of the banditti.

As for Art. 6, the Powers are well aware of the state of the finances of China and they ought to reduce the indemnity and enable her to meet the demand. The Viceroy is reported to be opposed to the demand of Art. 7 as it threatens to disturb the Chinese Government's system.

The Viceroy has wired his opinions to Hsinanfu, and it is understood that he has approved of the rest of the demands.

Viceroy Chang is also against the prohibition of the importation of arms. He holds that the Legation guards should be limited to a small number, and that Art. 11 shall operate on the understanding that the integrity of China is not threatened and that the natives means of living are not interfered with.

The Viceroy proposes an additional clause to prohibit missionaries from interfering in legal cases in future—the causes of dispute between converts and non-converts being thus abolished.

Great Britain and France propose to send a foreign observer at Changsha, Hnan, and the local authorities are already selecting the site.—*Asahi*.

## PROTOCOLS REPORTED SIGNED.

Peking, 13th January.

The protocols in the peace negotiations were signed by the foreign and Chinese Peace Envoys to-day.—*Asahi*.

## JAPAN AND COREA.

Tokyo, 11th January.

Mr. Hayashi, Japanese Minister to Seoul, who is in Tokyo on leave of absence, has had a series of interviews with Mr. Kato, Foreign Minister, with regard to the Japanese policy in Korea in future. Mr. Hayashi is reported to be of opinion that strong measures in Korea are necessary, if Japanese prestige is to be upheld. Mr. Kato referred the Minister's representation to Marquis Ito, who consented to leave things in Mr. Hayashi's hand for the present, pending conclusion of the China affair. Consequently, Mr. Hayashi will return to Corea shortly to resume duty there.

## THE OFFICIAL GAZETTE OF TO-DAY CONTAINS.

The official Gazette of to-day contains the representation of the Minister of Justice urging that Prince Pak Yong-hyo should be sentenced to the extreme penalty and that he should be hanged as soon as arrested by the Korean authorities.—*Asahi*.

## EXPORT CARGOS.

For steamer *Doric*, sailed on the 6th January. For San Francisco—565 pkgs. tea, 12 cases silk. For Panama—7 cases silk. For New York—1 case silk, 20 bales raw silk.

For steamer *Dardania*, sailed on the 6th Jan. For London—1,132 boxes—23,772 lbs. scented caper tea, 235 boxes—4,935 lbs. congo tea, 509 boxes tea, particulars unknown, 4,688 bales hemp, 33 bales canvas, 432 rolls matting, 1,363 bags gum, 681 bags ore, 200 casks ginger, 1,000 cases ginger, 21 cases cigars, 18 cases China ware, 10 cases blackwoodware, 19 cases empty cylinders, 52 cases cassia, 5 cases vermillion, 21 pkgs. shell, 30 pkgs. sandries. For London pkgs. Manchester—50 bales waste silk. For London opt. Hamburg—271 bales canvas. For Manchester—2 bales lastings. For Glasgow—1 box cigars.

## LAW SUIT BY A COMPANY'S SECRETARY.

AN INTERESTING LITIGATION.

The suit of James McLeod v. The Shanghai Engineering Shipbuilding and Dock Company, Limited, was heard before His Lordship H. S. Wilkinson, the Chief Justice of the Supreme Court for China and Japan, at Shanghai on the 11th inst., and after a somewhat protracted legal argument was withdrawn by consent upon agreed terms not mentioned in open court.

The proceedings aroused some local interest, and quite a number of the commercial community, assistants as well as principals, attended to hear the arguments of counsel.

Mr. F. Ellis (Messrs. Rowett and Ellis) appeared for the plaintiff, and Mr. Platt (Messrs. Stokes and Platt) represented the defendant.

From the opening statement of counsel it appeared that in October, 1899, the plaintiff entered into an agreement with the Company in London, through its agent, E. G. Constantine, to serve them as secretary and bookkeeper for five years at a salary of £50 per month or its equivalent in Chinese currency payable monthly for the first year from the date of his arrival in Shanghai and commencing on the 1st of January during the fifth year, the amount of the yearly increase between the aforementioned sums to be at the discretion of the Directors of the Company. The plaintiff arrived in Shanghai on the 11th of December, 1899, and commenced his duties as secretary and bookkeeper.

During the latter part of last year Messrs. S. C. Farnham & Co., Limited, purchased the whole of the undertaking of the defendant company, which latter company was eventually wound up, and S. C. Farnham & Co. appointed liquidators thereof. James Robert Twentyman, George Fiebles and Samuel Groundwater of Shanghai, together with Heinrich von Rucker, also of Shanghai, were for the time being Directors, and formed the Board of the said Messrs. S. C. Farnham, Limited, and are also Liquidators of the company for the time being of the defendant company. The plaintiff served the defendant company until the 13th day of November, 1900, and received his salary up to the 31st of October, 1900. The defendant company by selling its business to the said Messrs. S. C. Farnham & Co., Limited, and by resolving that it should be wound up voluntarily, had incapacitated itself from fulfilling its agreement with the plaintiff, and the plaintiff had thereby suffered damage to the extent of £1,298 and the cost of a first class passage from Shanghai to London, viz. £15.58.

The defence was a denial that the plaintiff had taken the undertaking of the defendant company, and thereafter until on or about the 7th day of November, 1900, the plaintiff continued to serve S. C. Farnham and Co., Ltd., under the same terms and conditions as were contained in the agreement dated 4th October, 1899, made between him and the defendant company, and as though the name of S. C. Farnham and Co., Limited, had been inserted in such agreement instead of the defendant company. On or about the 7th day of November, 1900, the plaintiff left the service of S. C. Farnham and Co., Limited, of his own accord, and against the wishes of the Directors of the defendant company. As alleged by the plaintiff S. C. Farnham and Co., Limited, is now S. C. Farnham, Limited, and in pursuance of the said agreement dated 4th October, 1899, made between him and the defendant company, S. C. Farnham, Limited, was and always has been ready and willing to take over and carry out the terms of the plaintiff's agreement with the defendant company. There was a further denial that the plaintiff had been wrongfully dismissed or that he had suffered damage.

Counsel proceeded to state that the Shanghai Engineering Shipbuilding and Dock Company, Limited, was the nominal defendant in the suit, the real defendants were Messrs. S. C. Farnham and Co., Limited. He mentioned this because it would be necessary to say something about Mr. Twentyman and Mr. Von Rucker about whom he was not going to speak lightly. The latter gentleman occupied a very prominent position in the firm and apparently from the instructions he had received it appeared he had been only acting as Mr. Twentyman's right-hand man. That is why he would make reference to those two gentlemen. He would now deal with the facts of the case as shortly as he could. The plaintiff was by occupation an accountant. Before he arrived in Shanghai under the agreement he was for four years in a large engineering firm in London. Counsel would be able (he said) to show them from references to three cases that by winding up the defendant company voluntarily they had in law committed such a breach as to amount to wrongful dismissal. Mr. Ellis then cited the case of *Shiriff v. Imperial Wine Co.*, Law Report Equity case, vol. 14, 1872, p. 470. He said he had referred to that case on account of the opinion of the judge that the winding up of the company was equivalent to dismissal. The next case was that of *Read v. The Explosive Co., Ltd.*, reported in Law Report, Queen's Bench Division, vol. 19, 1897, p. 264. The Master of the Rolls decided in that case that the fact of the mortgagee taking over the business of the mortgagor would amount to a wrongful dismissal. The third case was that reported in the Court of Appeal cases, entitled *Grace v. Caulder* (Law Report Queen's Bench Division vol. 2, 1895, p. 53).

His Lordship asked Mr. Platt if he disputed the proposition that a voluntary liquidation put an end to a contract.

Mr. Platt said that they denied that there had been a wrongful dismissal.

His Lordship said the point to be considered now was did the plaintiff ratify the agreement that had been entered into between the two companies? Did the plaintiff agree to have his services transferred from one company to another? Unless they were satisfied that there was an agreement to transfer the services, the voluntary liquidation put the contract to an end, and in that case plaintiff was entitled to the value of an annuity to the end of the three years agreed upon subject to the possibility of plaintiff's obtaining subsequent suitable employment. After some further argument His Lordship said the plaintiff was entitled to some damages at least, and to an annuity at the most.

Counsel then retired, but were unable to agree. His Worship subsequently met them in chambers, and after a long consultation (terms were agreed upon as above stated).

**3007 NEWSPAPERS RECOVERED.** MACNIVEN & CAMERON'S PENS. THE WATKINLEY PEN, for Easy Writing. Put the contract to an end, and in that case plaintiff was entitled to the value of an annuity to the end of the three years agreed upon subject to the possibility of plaintiff's obtaining subsequent suitable employment. After some further argument His Lordship said the plaintiff was entitled to some damages at least, and to an annuity at the most.

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**BOUND VOLUMES OF THE HONGKONG WEEKLY PRESS.** JANUARY TO JUNE, 1900. WITH INDEX. Price \$7.50. *Hongkong Daily Press Office.* Hongkong, 3rd July, 1900. [1997]

## TO LET.

## TO LET.

A HOUSE in RIFON TERRACE.

Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.** Hongkong, 9th October, 1900. [61]

## TO LET.

With Immediate Possession.

**NO. 6, RICHMOND TERRACE** (a Six-Roomed House). Apply to—**LAU CHU PAK.** Care of A. S. Watson & Co., Ltd. Hongkong, 11th January, 1901. [200]

## TO LET.

**FURNISHED HOUSE** in KOWLOON for seven months, from the end of March, 1901. Apply to—**MORE & SEIMUND.** Hongkong, 20th December, 1900. [3211]

## TO LET.

**BISNEE VILLA**, PORTFOLIO ROAD. Apply to—**LINSTEAD & DAVIS.** Hongkong, 1st December, 1900. [3023]

## TO LET—FURNISHED.

(Till 30th April, 1901.) Apply to—**LINSTEAD & DAVIS.** Hongkong, 16th January, 1901. [323]

## TO LET.

**BISHOP'S LODGE**, South Peak. Apply to—**LINSTEAD & DAVIS.** Hongkong, 16th January, 1901. [323]

## TO LET.

**OFFICES TO LET.** 2ND FLOORS OF Nos. 62A and 64, QUEEN'S ROAD CENTRAL. Apply to—**ON CHAI & CO.** 2nd Floor No. 52, Gage Street. Hongkong, 16th January, 1901. [234]

## GODOWNS TO LET.

**AT WANCHAI and WEST POINT.** Apply to—**EDWARD OSBORNE,** Secretary, Hongkong & Kowloon Wharf & Godown Co., Ltd. Hongkong, 6th December, 1900. [3080]

## TO LET.

**FOR Six Months** from Next Spring, a FURNISHED HOUSE, near Bowen Road, 5 ROOMS. Apply to—**P.** Care of Office of this Paper. Hongkong, 5th December, 1900. [3072]

## TO LET—FURNISHED.

**2 AND 3, GOUGH HILL, PEAK**, from middle of April. Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.** Hongkong, 4th January, 1901. [123]

## TO LET.

WITH IMMEDIATE POSSESSION.

**A SPACIOUS ROOM**, suitable for an OFFICE, on N.E. corner of Third Floor, PRINCE'S BUILDINGS. Apply to—**S. J. DAVID & CO.** Hongkong, 10th July, 1900. [1945]

## TO LET.

**OFFICE on 1st FLOOR** BEACONSFIELD ARCADE, No. 9. "THE YERBY," at PEAK; FURNISHED. For Particulars, apply to—**R. C. WILCOX.** 8, Beaconsfield Arcade. Hongkong, 12th January, 1901. [210]

## BOARD AND RESIDENCE.

**MRS. GILLANDER'S** "GLENWOOD," 21, CAINE ROAD. Hongkong, 20th September, 1900. [2457]

## BOARD AND RESIDENCE.

**COMFORTABLY FURNISHED** ROOMS, with Board. Apply to Mrs. MATHER, 2, Pedder's Hill. Hongkong, 1st January, 1892.

## BOARD AND RESIDENCE.

**MRS. SIDNEY JEFFREY,** "VERITAS," BEACH ROAD WEST, FELIXSTOWE, SUFFOLK, ENGLAND. Hongkong, 28th August, 1900. [2293]

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## NEW ADVERTISEMENTS

**WANTED.**  
Hongkong Telegraph for May 7th, 1898.  
Daily Press " " 14th " " "  
China Mail " " 14th " " "

**WANTED AT ONCE—A CLERK.**  
References required.  
Apply to—  
W. BREWER & CO.,  
Queen's Road.  
Hongkong, 23rd January, 1901. [304]

**APPOINTMENT.**  
**YOUNG ENGLISHMAN**, recently arrived with Sole Agencies for Fifteen English Firms and bringing extensive ranges of samples, desires APPOINTMENT with Hongkong or Shanghai House.  
Able to place Essential Oils, Bristles and Feathers in England.  
Competent Bookkeeper and possesses own Typewriter.  
Reply—  
A. A.  
Care of Daily Press Office.  
Hongkong, 23rd January, 1901. [302]

**POSTPONEMENT.**  
**DOUGLAS STEAMSHIP COMPANY, LIMITED.**  
FOR SWATOW.  
THE Company's Steamship

"THALES."  
Captain Robson, will be despatched for the above port TO-MORROW, the 24th inst., at DAYLIGHT.  
For Freight or Passage, apply to  
DOUGLAS LARPAIK & CO.,  
General Managers.  
Hongkong, 23rd January, 1901. [300]

FOR SHANGHAI.  
THE Steamship

"LOONGMOON."  
Captain Kneep, will be despatched for the above port on FRIDAY, the 25th inst., at 5 P.M.  
This Steamer has superior accommodation for First and Second Class Passengers.  
For Freight or Passage, apply to  
EAST ASIATIC TRADING CO., Ltd.,  
Agents.  
Hongkong, 23rd January, 1901. [3103]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.  
THE Company's Steamship

"ESMERALDA."  
Captain G. T. Blackland, will be despatched as above on TUESDAY, the 29th inst., at 5 P.M.  
This Steamer has superior accommodation for Passengers and is fitted throughout with the Electric Light.  
A doctor is carried.  
For Freight or Passage, apply to  
SHEWAN TOMES & CO.,  
General Managers.  
Hongkong, 22nd January, 1901. [297]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.  
STEAMSHIP "OLYMPIA."

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.  
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees risk and expense.  
DODWELL & CO., LD.,  
Agents.  
Hongkong, 22nd January, 1901. [10]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S. S. "BENLOMOND."

FROM LONDON.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 24th inst. will be subject to rent.  
All Claims against the Steamer must be presented to the Underwriter on or before the 23rd inst., or they will not be recognized.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 3 P.M.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 22nd January, 1901. [298]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

"MORAVIA."

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.  
This vessel brings Cargo.  
From Trieste, ex s.s. Medea.  
From Massaua, ex s.s. Styria.  
Optional cargo will be discharged here unless notice to the contrary be given immediately.  
No claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the office of the undersigned before Noon on the 28th of January, or they will not be recognized.  
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 28th of January will be subject to rent.  
Bills of Lading will be countersigned by  
SANDER, WIELER & CO.,  
Agents.  
Hongkong, 22nd January, 1901. [6]

## NEW ADVERTISEMENTS

**GOVERNMENT NOTIFICATION.**  
No. 31.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Office of the Public Works Department, on MONDAY, the 28th day of JANUARY, 1901, at 3 P.M., are published for general information.  
By Command.  
J. H. STEWART LOCKHART,  
Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 17th January, 1901. [303]

Particulars and Conditions of the Letting by Public Auction Sale, to be held on MONDAY, the 28th day of JANUARY, 1901, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Quarry Bay, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the Queen for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sub.	Registry No.	Locality.	Boundary Measurements.	Contents in Square ft.	Annual Rent.	Upset Price.
N.	S.	E.	W.			
Quarry Bay	1291	1220	163			
1	1291	1220	163			
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100	1291	1220	163			

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR."

Captain J. G. Oliffert, will be despatched for the above ports on SATURDAY, the 26th inst., at Noon.

For Freight or Passage, apply to  
DAVID SASSOON, SONS & CO.,  
Agents.  
Hongkong, 23rd January, 1901. [273]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(Rob. M. SLOMAN & CO., HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"ALBENGA."

Captain Peterson, will be despatched for the above port on or about 9th March.

For Freight, apply to  
CARLOWITZ & CO.,  
Agents.  
Hongkong, 22nd January, 1901. [239]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship

"ANPING MARU."

Captain S. Atsuni, will be despatched for the above ports on WEDNESDAY, the 8th February, at DAYLIGHT.

For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 23rd January, 1901. [1443]

THE MITSUI BUSSAN KAISHA, LIMITED.

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Agents.  
Hongkong, 23rd January, 1901. [1443]

## ENTERTAINMENTS

**TRIUMPHANT SUCCESS!!!**

**HARMSTON'S**

**CIRCUS**

**AND**

**ROYAL MENAGERIE.**

**TO-NIGHT! TO-NIGHT!!**

**OUR FIRST COMPLETE CHANGE**

**OF**

**PROGRAMME.**

**FIRST APPEARANCE IN THE EAST**

**OF THE**

**SISTERS FREZAGONDAS.**

**MONA, TESSIE, DAISY, and DORA.**

Direct from London Hippodrome, where they have created a furor. Just arrived by s.s. Coronado.

**DARING. DASHING. BRILLIANT.**

**THE FLEXIBLE MARVEL "AJAX"**

in his Wonderful Crocodile Act. A Mystery of the Human Form Impossible to Divine.

The Juvenile Artistic

**NELLIE & WILLIE HARMSTON LOVE.**

Myriad performers on the High Wire. As Equilibrists they are the Century Wonders.

**NEW ANIMAL ACTS. THE FAMOUS ARAB HORSES.**

**OUR GREAT COMPANY.**

**LOCATION: RECREATION GROUND (Near the RACE COURSE).**

**EVERY EVENING.**

DOORS OPEN AT 8 P.M. COMMENCEMENT AT 9 P.M., Sharp.

N.B.—Positively no Half-price to Evening Shows.

**OUR NEXT MATINEE,**

**WEDNESDAY, 24th JANUARY.**

**MATINEES: SATURDAY and WEDNESDAY.**

Children Half-price to all parts at Matinees only.

Doors Open at 2.30 P.M. Performance at 3.30 P.M.

**PRICES OF ADMISSION.**

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Portion of Store occupied by FR. BLUNCK,  
Silk Lace Manufacturer.  
Hongkong, 31st December, 1900. [329]

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H. F. CARMICHAEL,  
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Telegraphic Address, "Boavista." [2549]

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AT THE SIGN OF THE "ONE-  
POUND-ONE."

BY  
HELEN MATHERS.  
(Author of "Comin' thro' the Rye," etc.)

It stood high up on the village green, a cot-  
tage with latticed window panes, surrounded by  
three magnificent oaks that stood close against  
its front, and seemed to guard it jealously, and  
in all the years that I knew it, I never saw a  
single customer go in or out, or any indication  
of drink about the place, though against its  
wall was hung a faded board, and upon it in  
still more faded letters was inscribed:

"The sign of 'The one-pound-one.'"  
Often I had it in my mind to invade that  
queer little hostel, and call for a glass of mul-  
berry wine, or raspberry vinegar, or some such  
old-fashioned cordial, but pictured the agonis-  
tized face of mine host or hostess at a woman doing  
such a thing, in such a place, and only jilted  
when I came near it, waiting strange fancies  
about the place, and forbearing to question as  
to who lived within.

One autumn day I stood watching the boys  
and girls who came pouring out of the village  
schools at the top of the green, and betook  
themselves shouting to their play; a flock of  
geese waddled slowly towards the pool that lay  
on the other side of the road; the stones gleam-  
ing white in the God's Acre were divided but  
by a low hedge from those bounding, happy  
youngsters. Away to the left rose the grey  
Suffolk church, its square tower the evening  
itself into the blue and inevitably I thought  
of Frith's pictures. The wicket town seemed  
far away as I turned to gaze over the peaceful  
old-world scene, at the wandering village street  
in which no two houses were alike, and yet  
human hearts were the same here as in other  
places, and Pain came hither often, I knew,  
and sometimes Went, but Sin I never saw  
in broad daylight, no, nor Sin's fairer, happier  
sister, Love, for the uncouth gambols of the  
older lads and lasses on the green and the  
and Sandys, could hardly be dignified by the  
most beautiful name in the whole language  
of man.

But that very afternoon at the Hall, I chanced  
to intercept a look between a man and a girl  
that was an illumination to me, for here in this  
Arcadian spot was going forward the usual  
tragedy, and it is the oldest and cruellest one in  
the world, of a man resolutely fighting a girl for  
all she should hold most dear in life, since it is  
all of treasure that she ever has, or is ever likely  
to have, in heart and soul and body.

Ignorant, innocent, left to find out by bitter  
experience the knowledge of good and evil (for  
most mothers may God forgive them, teach  
their daughters nothing, and with open eyes see  
them go blind-folded, like lambs, to the slaughter,  
and waste the arts of a man of the world, moreover  
one much older than herself that she has  
incomparably aided with him into the intimacy one  
may afford almost to a beloved relation?)  
And the life of this girl of twenty was starved,  
here in this dreary backwater where Fate had  
set her in vicarious punishment for a spend-  
thrift father's sins, living in a tiny house with  
a maddening mother and not one distraction  
pleasure natural to her bright, free youth.  
Who could wonder, then, that she stretched out  
eagerly towards the mental sympathy which  
came to her from the blossom as the rose, and for  
the lack of which to sensitive souls the palace  
muse the cage?

I looked at the pair as they sat talking to-  
gether about art, while the drone of my hostess  
and brother's neighbour sounded in my ear, and  
I understood why it was Mr. Stafford came so  
often now to the country-seat he had once hard-  
ly deigned to honour, and angrily I realised that  
it was not the beautiful soul, and spirit, and  
strong brain that the man worshipped in the  
girl (not what pleased the eye in what the voluptuary  
loved) but just her levelness—because she was  
like nothing else much as a deep, soft, full pink  
rose. Once I had kissed the girl for the mere  
pleasure of the softness of her skin, and indeed  
that exquisite feast of colour which was not  
damask, nor clear red and white, but pure vel-  
vety pink, almost blinded you to the sweetness  
and sense and spirit of the rest of her young  
face.

"It began with a chillblain," droned the  
hostess, "and his mother would go on poultic-  
ing it, and his leg had to be cut in halves."  
And now he will find that chillblain in his  
I said absently, as I set up to go, knowing that  
I had instantly come over Mr. Stafford's  
features, I knew that he had reckoned on a half-  
cent in the November dusk with her, and hated  
me accordingly. But I was delighted to see  
that she was not disappointed at his remaining  
behind, when we went out together into the  
greenness that almost hid the trees, wonderful  
trees that sat like great ladies sweeping in great  
circles the sward of the park with their full  
skirts.

She squeezed my hand, and said I was wel-  
come as flowers in May on one of my brief  
visits, that she had not known that I was in the  
village, and indeed I had but arrived the night  
before. She told me that she had been hard at  
work, that soon she was going to town to study  
from the life in a big school, and she was very  
keen on it, and very full of hope, and all the  
youthful ambition that goes so far towards  
achieving success.

"Mr. Stafford is so good to me," she said, "he  
brings me books out from town, and he  
lends me wonderful drawings to copy. I don't  
know how I could have got through the long  
months here without them, sometimes the want  
of someone to speak to was like a physical ache."  
She paused, and I knew how very, very sweet  
and satisfying the companionship of a clever  
man in such a place, and with such soul starva-  
tion, must have been to her.

"You know his wife?"  
"No. She seldom comes to the Chace. I—I  
don't think he is very happy at home," she ad-  
ded, dropping her voice.  
"You have heard the story?" I said, rather  
bitterly, "did he tell you himself? How quick-  
ly a man makes capital out of one little fault  
in a woman (usually of his making, originally).  
It is a peg on which he openly hangs all his  
infinities, his excesses—and the world con-  
demns his every infamy if he can only exploit  
one error of his wife as the cause of them!"  
I felt the girl shrink a little from my harsh-  
ness, and I hated the disagreeable task of dis-

missing her, but I was playing Owen Staf-  
ford for her soul, and it should not be my fault  
if I did not win.  
"My dear," I said, "when I see a wreck of a  
woman, I always want to know what hands she  
has passed through, and how they have used  
her; to what lengths may not jealousy and her  
wrongs have driven her? Owen Stafford is a  
man of taste, a man of fashion; I hear a great  
deal about him in town. And I do know this  
—that his wife is far more sinned against than  
sinning. He does not strike me as a man who  
could ever be true to one woman—his fancy  
would be excited by another, and another—for  
he is a beauty-lover; and the world is full of  
beauty."

She walked silently beside me and I waited  
anxiously for her to speak, fearing lest the plan-  
net should be over her eyes and the match be  
done, for often Nature sings as loud in the girl's  
heart as the man's, but in a voice of which she  
knows not the true meaning, and if she be a real  
woman, and if she surrender herself to that tide  
of love which in its origin is divine, then is she  
a renegade to man's laws, and all the tears and  
repentance of a lifetime shall not wash the really  
guiltless, hapless creature white again.

While her mother took her dogs out for air-  
ings, and slept and pattered her life away, was  
this poor girl being imperiously swept by the  
experienced man towards those rapid that trust  
inevitably break her in pieces, while he, strong  
swimmer that he was, would gain the shore no  
whit the worse for his conquest?

No doubt he thought he loved her. Many a  
man dignifies by that glorious name what is not  
even worthy to be called passion (which is the  
very flower of life) and insolently offers the  
trashy tangle as a full equivalent for that pre-  
cious treasure which every girl should guard jeal-  
ously, till, in exchange for it, she receives the  
life-long devotion that many a true man knows  
well how to give.

But when Molly spoke, I was shamed, for  
sometimes beyond all arguments, all experience,  
the inherent rightness of a girl will shine out  
triumphant, and she will show that her instinct is  
absolutely true, and she will shake herself clear  
of wrong, and I knew that if ever Owen Staf-  
ford's mask of friendship were removed, and his  
true attitude realised towards her, his spirit  
would be short.

"I am sorry," she said, slowly, without any  
bitterness, or sense of personal application in my  
words, "my father"—she paused, then added  
firmly, "he deceived me, and I never forgive him."  
That was all—but my spirits rose, and I loved  
the girl for her fearlessness and honesty. I  
knew that here was the making of a woman  
noble beyond even the power of man to mar.  
And I took the ungloved hand, strong as it  
needed to be for the work it had to do, and  
thought of my own boy, and wished that such a  
girl as this might be as my own daughter.

She stooped her head (she was tall and well  
grown) and kissed me, for we had always seemed  
to understand one another, tossed together with  
similar tastes, at intervals of time in this re-  
mote Suffolk village, in which I did not sojour-  
n, but merely passed through.

A feeling of depression stole over me as we  
approached the tiny house in which she lived  
with her mother, an invariable person in the  
mouth of whose brains some important ingre-  
dient had palpably been left out.

"Come and see me to-morrow," I said, as we  
reached the doorstep, and I saw that she had  
hesitated, for within all was dark and uninviting  
as a tomb—"I can lend you some new books,  
and would like to see your sketches."

"I shall be delighted," she said, adding, "I  
won't ask you to-night, for mother is in town."  
"You are here alone?" I cried in as much  
amazement as if I did not know already what  
irresponsible, incredible fools mothers on occa-  
sion can be.

"Yes," she said, bravely; then, meeting my  
look, answered, "I don't like it. I told mother  
so, but she could not understand it."  
"But you have some old servant with you?"  
"Only a little girl who goes home at night."  
I stamped my foot on the gravel in an ap-  
parently unreasoning rage, but alas! there was  
only too much reason in it. Yet how could I  
interfere? What could I do to protect her?

"My child," I said, "I am an old woman in  
comparison with you—you will take an old wo-  
man's advice?"  
"Indeed I will," she said eagerly, "I loved  
you the very first moment I saw you—and I  
think we shall always be friends—always."  
"Then don't allow any man to cross this  
threshold till your mother comes back. No man  
mind—married or single, old or young."  
"And as to your mother," I said with ap-  
parent irrelevance, "I should like to beat her.  
Don't come to the Rectory in the morning, but  
to tea, and stay and spend the evening."

For in the day the house was in the eye of the  
village street—it was the darkness and night  
that I feared for her, and she took my hand in  
one of those grips that only the right sort of  
woman ever gives, and said, "I will come."  
I kissed a smooth pink cheek, velvet soft  
as the petals of a rose, and left her standing  
there, fitting her key in the lock.  
(To be continued.)

## \$50 REWARD.

IT having come to my notice that certain  
Hawkers use my Name in selling GRASS-  
CLOTH, EMBROIDERIES, and HANDMADE  
LACES, the above Reward will be given to any  
one coming forward and giving such informa-  
tion as will lead to the apprehension and  
conviction of the Offender or Offenders.  
FR. BLUNCK,  
Silk Lace Manufacturer.  
Hongkong, 32nd January, 1901. [288]

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GAUGES.  
Rates Supplied and Orders Booked by  
JARDINE, MATTHESON & CO.  
Hongkong, 3rd May, 1895. [2787]

## NOTICES OF FIRMS

**NOTICE.**  
WE have This Day Appointed MESSRS.  
WATTS, EDWARDS & CO., of  
Hongkong, our Sole Agents for that City,  
South China, and Manila.  
O'NEIL, WARNEFORD & CO.  
London, 18th January, 1901. [278]

**NOTICE.**  
WE have This Day ESTABLISHED  
ourselves as Sole Agents in Hong-  
kong, South China, and Manila for Messrs.  
O'NEIL, WARNEFORD & CO., Manufac-  
turers and Merchants of London, Manchester,  
Birmingham and Hamburg.  
WATTS, EDWARDS & CO.  
Hongkong, 21st January, 1901. [279]

**CHINA TRADERS' INSURANCE  
COMPANY, LIMITED.**

**NOTICE.**  
I HAVE This Day RESUMED CHARGE  
of the Company's Business.  
W. H. RAY,  
Secretary.  
Hongkong, 17th January, 1901. [249]

**WANTED.**  
WANTED for New Naval Hospital  
a Good CHINESE BUILDING  
FOREMAN who speaks English.  
Apply to Officer in Charge of Works, Naval  
Yard.  
H. E. OAKLEY,  
Civil Engineer.  
Hongkong, 22nd January, 1901. [293]

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PANY, LIMITED, SINGAPORE.**

**WANTED—AN ASSISTANT MANA-  
GER.** Salary \$750 per month, with  
free Unfurnished House.  
Applications and Copies of Testimonials to be  
sent to the undersigned.  
Appointment to be taken up as soon as  
possible.  
THOS. SCOTT,  
Chairman.  
Hongkong, 22nd January, 1901. [293]

**BOOKKEEPER.**  
WANTED—A GOOD CHINESE  
BOOKKEEPER. Must have ex-  
perience and be quick worker.  
Apply—  
ROBINSON PIANO CO., LTD.  
Hongkong, 31st December, 1900. [3297]

**GENTLEMAN Requires BOARD and  
RESIDENCE.**  
Apply to—  
Care of Daily Press Office.  
Hongkong, 31st December, 1900. [3294]

**WANTED.**  
A DOCTOR for the CALIFORNIA AND  
ORIENTAL STEAMSHIP COMPANIES  
STEAMER "BELGIAN KING."  
Apply to—  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 17th January, 1901. [246]

**NOTICE.**  
THE AMERICAN FOUR-MASTED  
SCHOONER  
"COMMERCE,"  
621 Tons Net, now lying in the Man-of-War  
Anchorage, is open for a CHARTER.  
Will be ready on or about the 24th inst.  
Apply to—  
HOLLIDAY, WISE & CO.  
Hongkong, 21st January, 1901. [277]

**JUST ARRIVED.**  
GENUINE CHERRY WATER  
ACHITES, SCHWABZALDER  
KIRSCHWASSER, \$2.50 per Bottle.  
H. RUTTONJEE,  
Hongkong, 22nd January, 1901. [292]

**NOTWITHSTANDING**  
the increase in the Silver price, ample evidence  
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THE CHRONICLE & DIRECTORY  
will this year be more than ever. With only  
one exception, each of the

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Therefore  
ADVERTISEMENTS  
are very much more widely seen than they were  
formerly, and yet the cost in gold is greatly  
below what it used to be.

**ADVERTISEMENTS**  
can be received for a few days longer. Terms  
at the Office of  
THE CHRONICLE & DIRECTORY  
14, DES VEAUX ROAD CENTRAL.  
Hongkong, 10th January, 1901. [195]

**PHENIX FIRE OFFICE**  
The Undersigned are now prepared to  
GRANT POLICIES of INSURANCE  
against FIRE at Current Rates.  
DOUGLAS LAPRAIK & CO.,  
Agents for the Phoenix Fire Office.  
Hongkong, 17th August, 1887. [27]

**THE WESTERN ASSURANCE COM-  
PANY OF TORONTO, CANADA,**  
INCORPORATED 1851.  
CAPITAL.....\$410,000.

**THE Undersigned, having been appointed  
AGENTS for the above Company, are pre-  
pared to ACCEPT RISKS against FIRE at  
Current Rates.**  
Wm. MEYERINK & CO.,  
Agents.  
Hongkong, 18th May, 1900. 1512

**SUN INSURANCE OFFICE, LONDON**  
FOUNDED 1710.  
The Undersigned having been appointed  
AGENTS for the above Company, are pre-  
pared to ACCEPT RISKS against FIRE at  
Current Rates.  
SIEMSEN & CO.,  
Agents.  
Hongkong, 16th May, 1892. [132]

**NORTH GERMAN FIRE INSUR-  
ANCE COMPANY OF HAMBURG.**  
The Undersigned AGENTS of the above  
Company are PREPARED to ACCEPT First  
Class Foreign and Chinese Risks at Current  
Rates.  
SIEMSEN & CO.,  
Hongkong, 29th May, 1895. [121]

**"L'UNION"**  
FIRE INSURANCE COMPANY, LD.  
(Established 1825).

**THE Undersigned, having been appointed  
GENERAL AGENT for the above  
Company, is prepared to ACCEPT RISKS  
at current rates.**  
Claims settled direct without reference to the  
Head Office.  
A. R. MARTY,  
Agent.  
Hongkong, 1st August, 1900. [794]

**SALAMANDER FIRE INSURANCE  
COMPANY.**  
The Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE  
at Current Rates.  
HOTZ, ST. JACOB & CO.,  
Hongkong, 2nd April, 1900. [1023]

**TRANSATLANTIC FIRE INSUR-  
ANCE COMPANY OF HAMBURG**  
The Undersigned, having been appointed  
AGENTS for the above Company, are pre-  
pared to ACCEPT RISKS against FIRE at  
Current Rates.  
SIEMSEN & CO.,  
Agents.  
Hongkong, 16th November, 1873. [24]

**NORTH BRITISH AND MERCAN-  
TILE INSURANCE COMPANY.**  
TOTAL FUNDS at 31st DECEMBER, 1899  
£14,400,000.

I. AUTHORIZED CAPITAL, £3,000,000 0 0  
SUBSCRIBED CAPITAL, 2,750,000 0 0  
PAID-UP CAPITAL, 387,500 0 0  
II. FIRE FUNDS, 2,731,183 13 7

The Undersigned, having been appointed  
AGENTS for the above Company, are pre-  
pared to ACCEPT RISKS against FIRE at  
Current Rates.  
SHEWAN, TOMES & CO.,  
Agents.  
Hongkong, 22nd June, 1900. [1872]

**AACHEN AND MUNICH FIRE IN-  
SURANCE CO.**  
OF AIX-LE-CHATELAIN.

**THE Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE  
at Current Rates.**  
REUTER, BRÜCKELMANN & CO.,  
Agents.  
Hongkong, 21st April, 1897. [19]

**怡生號  
YEE SANG & CO.**  
COAL MERCHANTS  
has always on hand  
LARGE STOCKS EVERY DESCRIPTION  
OF COAL.  
Address—Care of Messrs. KWONG SANG & CO.  
No. 144, DES VEAUX ROAD. [22]

**AUTOMATIC MAUSER  
PISTOLS.**  
CALIBRE 7.63 mm.  
With CHAMBER for 10 CARTRIDGES,  
FIRING 10 SHOTS in 2 SECONDS.  
SIEMSEN & CO.,  
Hongkong, 3rd October, 1900. [2909]

**ROBINSON  
PIANO CO. LD.**  
HONGKONG, SHANGHAI, SINGAPORE.

**MANUFACTURERS OF  
IRON FRAM  
PIANOS**  
\$225, \$340, \$375, & \$

**HAAKE, METZLER, WERNER.**  
WE personally searched Germany  
England thoroughly and found  
nothing to come near these. They are a  
gather

**UNEQUALLED IN THE COLONY.**  
Should be seen before buying.  
Others by  
COLLARD, BRINSMEAD, RACHALS.  
FIRE PAYMENT SYSTEM  
if required.  
Hongkong, 4th January, 1900. [287]

Of all Chemicals.  
During Brand.

**Lanoline**  
Natural Toilet Preparations.

Toilet "Lanoline" in collapsible tubes.  
Makes rough skin smooth, and protects delicate  
complexions from wind and sun.

"Lanoline" Toilet Soap.  
Never irritates; cleanses and keeps the skin supple.  
Wholesale Depot—67, HOLBORN VIADUCT, LONDON.

[1671]



## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	PENINSULAR	Brit. str.	—	T. Leigh	P. & O. S. N. Co.	On 2nd Feb. at Noon.
LONDON	PROMETHEUS	Brit. str.	—	Day	BUTTERFIELD & SWIRE	On 5th Feb.
LIVERPOOL	ALCIBIOUS	Brit. str.	—	Pulford	BUTTERFIELD & SWIRE	On 19th Feb.
BREMEN, VIA PORTS OF CALL	GLAUCUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 19th Feb.
MAARSEILLES, LONDON & ANTWERP, V. SPORE &c.	PREUSSIN	Ger. str.	—	E. Prehn	MELCHERS & CO.	On 25th inst. at Noon.
MAARSEILLES, &c., VIA PORTS OF CALL	WAKASA MARU	Jap. str.	—	J. B. Macmillan	NIPPON YUSEN KAISHA	On 25th inst. at Daylight.
MAARSEILLES & LONDON	INDUS	Ind. str.	—	Duchateau	MESSAGERIES MARITIMES	On 25th inst. at 1 P.M.
MAARSEILLES, HAVRE, CHARGE & BALTIC PORTS	JAVA	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On or about 7th Feb.
HAVRE & HAMBURG	SILESIA	Ger. str.	—	Bahle	MELCHERS & CO.	Quick despatch.
HAVRE & HAMBURG	PERIBURG	Ger. str.	—	Proesch	CARLOWITZ & CO.	On 9th Feb.
HAVRE & HAMBURG	SAXONIA	Ger. str.	—	Jager	CARLOWITZ & CO.	On or about 23rd Feb.
HAVRE & HAMBURG	BAMBERG	Ger. str.	—	Jacobs	CARLOWITZ & CO.	On or about 5th Mar.
HAVRE & HAMBURG	SIBIRIA	Ger. str.	—	Braun	CARLOWITZ & CO.	On or about 15th Mar.
NEW YORK PORTS VIA AND SUEZ CANAL	POLARSTERNEN	Brit. str.	—	Petersen	DODWELL & CO. LIMITED	On or about 25th Mar.
TRIESTE, &c., VIA PORTS OF CALL	ALBENGA	Ger. str.	—	Berthelovich	CARLOWITZ & CO.	Quick despatch.
VANCOUVER, VIA SHANGHAI, &c.	MARIA VALERIE	Aus. str.	—	Sander, WIELER & Co.	SANDER, WIELER & Co.	On or about 9th Mar.
VICTORIA, B.C., &c., VIA KOBE, &c.	EMPEROR OF INDIA	Brit. str.	—	O. P. Marshall, R.N.R.	CANADIAN PACIFIC R. CO.	To-morrow, 9 A.M.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	IZUMI MARU	Jap. str.	—	M. J. Currow	NIPPON YUSEN KAISHA	On 13th Feb.
PORTLAND, OREGON &c., VIA JAPAN, &c.	OLYMPIA	Brit. str.	—	J. Truebridge	DODWELL & CO. LIMITED	To-day, at Noon.
SAN FRANCISCO VIA AMOY, &c.	ADAT	Brit. str.	—	J. McIntyre	ARNHOLD, KARBURG & CO.	On 1st Feb.
SAN FRANCISCO VIA SHANGHAI, &c.	COTIC	Brit. str.	—	—	U. & O. S. S. Co.	On 25th inst.
SAN FRANCISCO VIA SHANGHAI, &c.	AMERICA MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 29th inst. at Noon.
SAN DIEGO, &c., VIA MOJI, &c.	KYARVEN	Brit. str.	—	—	PACIFIC MAIL S. S. Co.	On 7th Feb. at Noon.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	—	A. E. Moses	BUTTERFIELD & SWIRE	On 14th Feb. at Noon.
AUSTRALIAN PORTS	GUTHRIE	Brit. str.	—	McArthur	NIPPON YUSEN KAISHA	On 27th inst. at Daylight.
KOBE & YOKOHAMA	CHANGSHA	Brit. str.	—	—	GIBB, LIVINGSTON & CO.	On 25th inst. at 4 P.M.
NAGASAKI, KOBE & YOKOHAMA	BINGO MARU	Jap. str.	—	F. Davies	BUTTERFIELD & SWIRE	On 25th inst. at 4 P.M.
MOJI, KOBE & YOKOHAMA	FOOCHOW	Brit. str.	—	S. Yoshizawa	NIPPON YUSEN KAISHA	On 1st Feb. at Daylight.
SHANGHAI	HIROSHIMA MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 25th inst. at 4 P.M.
SHANGHAI	HANGHONG	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 30th inst. at Noon.
SHANGHAI, NAGASAKI, HIGGO & YOKOHAMA	WUHU	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 25th inst. at 4 P.M.
FOOCHOW VIA SWATOW & AMOY	PARAKATTA	Ger. str.	—	Knoop	EAST ASIATIC TRADING CO. LD.	On 26th inst. at 5 P.M.
SWATOW	SACHSEN	Brit. str.	—	A. Symons	P. & O. S. N. Co.	On or about 2nd Feb.
SWATOW, AMOY & TAMSUI	AKASHI MARU	Jap. str.	—	E. Oesselmann	MELCHERS & CO.	Quick despatch.
SWATOW, AMOY & TAIWANPOO	THALES	Brit. str.	—	K. Suzuki	ITSUI BUSSEN KAISHA	On 30th inst.
MANILA	TAMUI MARU	Jap. str.	—	K. Hasegawa	ITSUI BUSSEN KAISHA	To-morrow, at Daylight.
MANILA	ANPING MARU	Jap. str.	—	S. Atsuni	ITSUI BUSSEN KAISHA	On 27th inst. at Daylight.
MANILA	YUENSANG	Brit. str.	—	Relfo	JARDINE, MATHESON & CO.	On 6th Feb. at Daylight.
MANILA	SUNGIANG	Brit. str.	—	A. E. Moses	BUTTERFIELD & SWIRE	On 25th inst. at 4 P.M.
MANILA	YAWATA MARU	Jap. str.	—	G. T. Blaxland	NIPPON YUSEN KAISHA	On 25th inst. at 4 P.M.
MANILA	ESMERALDA	Brit. str.	—	McIntosh	SHEWAN, TOMES & CO.	On 29th inst. at 5 P.M.
SINGAPORE & PENANG	MANOHA	Brit. str.	—	J. G. Olfert	BUTTERFIELD & SWIRE	On 15th Feb. at 4 P.M.
SINGAPORE, PENANG & CALCUTTA	BENADIR	Brit. str.	—	—	GIBB, LIVINGSTON & CO.	On or about 24th inst.
	CATHERINE APCAR	Brit. str.	—	—	DAVID SASSOON, SONS & CO.	On 26th inst. at Noon.

## SHIPPING.

**ARRIVALS.**  
 Jan. 22, PRUSSIN, German steamer, 3,278, E. Prehn, Yokohama 12th Jan., General—MELCHERS & CO.  
 Jan. 22, EMPRESS OF INDIA, British str., 3,003, O. P. Marshall, Vancouver 31st Dec., Mails and General—C. P. R. Co.  
 Jan. 22, OLYMPIA, British str., 1,730, J. Truebridge, Tacoma 24th Dec., General—DODWELL & CO., LTD.  
 Jan. 22, SULLBERG, German str., 782, J. Jensen, Haiphong 17th Jan. and Heilhow 20th, General, Rice and Figs—A. E. MARY.  
 Jan. 22, YAWATA MARU, Jap. str., 2,395, A. E. Moses, Yokohama 11th Jan., General—NIPPON YUSEN KAISHA.  
 Jan. 22, GLENFALLOCH, British steamer, 1,444, Bainbridge, Singapore 15th Jan., General—CHINESE.  
 Jan. 22, MORAVIA, Austrian str., 2,268, A. Calabrese, Trieste 5th Dec., General—SANDER, WIELER & CO.  
 Jan. 22, THALES, British str., 820, Robson, Swatow 21st Jan., General—DOUGLAS LAPRAIK & CO.  
 Jan. 22, YORIHIME MARU, Jap. str., 1,974, Y. Minamikawa, from Japan, Coal—ORDER.  
 Jan. 22, DAYBREAK, British str., 700, H. Best, Canton 2nd Jan., General—CHINESE.  
 Jan. 22, SHANGHAI, British str., 1,500, Carnaghan, Canton 2nd Jan., General—BUTTERFIELD & SWIRE.  
 Jan. 22, WINGSANG, British str., 1,517, Sellar, Canton 2nd Jan., General—JARDINE, MATHESON & CO.

**CLEARANCES.**  
 AT THE HARBOR MASTER'S OFFICE.  
 23rd JANUARY.  
 Takang, British str., for Bangkok.  
 Haiphong, British str., for Haiphong.  
 Woonang, British str., for Shanghai.  
 Taisang, British str., for Swatow.  
 Progress, German str., for Tournon.  
 Lycemou, German str., for Shanghai.

**DEPARTURES.**  
 Jan. 21, ORLANDO, British cruiser, for Practice.  
 Jan. 21, LOONMOON, German str., for Canton.  
 Jan. 22, JESSIE, British str., for Macao.  
 Jan. 22, HSEH HO, British str., for Shanghai.  
 Jan. 22, HAITAN, British str., for Swatow.  
 Jan. 22, NANCHANG, British str., for Saigon.  
 Jan. 22, TAIKANG, British str., for Swatow.  
 Jan. 22, WOODING, British str., for Shanghai.  
 Jan. 22, BENLAWERS, British str., for Manila.  
 Jan. 22, HAILONG, British str., for Haiphong.  
 Jan. 22, TAKSANG, British str., for Bangkok.  
 Jan. 22, PROGRESS, German str., for Tournon.  
 Jan. 22, LYKEMOON, German str., for Shanghai.  
 Jan. 22, CITY OF RIO DE JANEIRO, Amr. str., for San Francisco.

**VESSELS IN DOCK.**  
 ARREBEN DOCKS.—Hana, Chofu, Kwarren.  
 KOWLOON DOCKS.—S.M.S. Hansa, Pictoria, Megat, S.M.S. Luchs, Independent, H.M.S. Orlando, H.M.S. Mohawk, Haimun.  
 COSMOPOLITAN DOCK.—U.S.S. Albany, Loy-al, Chienkuan, Peiyang, Daphne.

**SHIPPING REPORTS.**  
 The Austrian steamer Moravia, from Trieste 5th Dec., had fine weather.  
 The British steamer Thales, from Swatow 21st Jan., had light variable winds, fine weather, but hazy, with occasional fog. Vessels in Swatow—Strs. Chofu, Wencho, Taiwan, Tungkong, Hong Wan I and German cruiser Scudder.

## NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the Owners will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour—  
 THE EAST ASIATIC COMPANY, LTD.  
 THE EAST ASIATIC COMPANY, LTD.  
 THE EAST ASIATIC COMPANY, LTD.

**VESSELS ON THE BERTH**  
 CHINA STEAM NAVIGATION COMPANY, LIMITED.  
 FOR MANILA.  
 THE Company's Steamship  
 "YUENSANG,"  
 Captain Relfo, will be despatched as above 5 P.M., the 23rd inst. at 3 P.M., in accordance with previously notified schedule. This steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to  
 JARDINE, MATHESON & CO.,  
 General Managers  
 Hongkong, 22nd January, 1901. [209]

## VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.  
 STEAM FOR  
 SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, FUME AND TRIESTE. (Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS)  
 THE Company's Steamship  
 "MARIA VALERIE,"  
 Captain Berthelovich, will be despatched as above TO-MORROW, the 24th inst., at 4 P.M. Sails and Valuables are transhipped on arrival at Bombay into an accelerated liner.  
 For information as to Passage and Freight, apply to  
 SANDER, WIELER & Co.,  
 Agents.  
 Hongkong, 18th January, 1901. [6]

"BEN" LINE OF STEAMERS.  
 FOR SINGAPORE AND PENANG.  
 THE Steamship  
 "BENALDER,"  
 Captain McIntosh, will be despatched as above on or about THURSDAY, the 24th inst. For Freight or Passage, apply to  
 GIBB, LIVINGSTON & CO.,  
 Hongkong, 22nd January, 1901. [291]

NIPPON YUSEN KAISHA.  
 FOR MANILA.  
 THE Company's Screw Steamship  
 "YAWATA MARU,"  
 (3,220 tons gross, Captain A. E. Moses, will be despatched for the above port on FRIDAY, the 25th inst. at 4 P.M.  
 This new mail steamer is specially constructed for service in the Tropics and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried. Return tickets issued by this Company are available for return by steamers of the other Lines.  
 For Freight or Passage, apply to  
 A. S. MIHARA,  
 Manager.  
 Hongkong, 17th January, 1901. [255]

OREGON AND ORIENTAL STEAMSHIP COMPANY.  
 IN CONNECTION WITH THE  
 OREGON RAILROAD & NAVIGATION COMPANY.  
 PROPOSED SAILING FROM  
 HONGKONG TO PORTLAND (OR.) AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, AND THROUGH THE UNITED STATES AND CANADA.  
 THE Steamship  
 "ADATO,"  
 2,145, Captain J. McIntyre, will be despatched on FRIDAY, the 25th January, 1901, for PORTLAND (OR.) VIA MOJI, KOBE AND YOKOHAMA.  
 To be followed by the Steamship  
 "MORMOUTHSHIRE,"  
 to leave on or about 10th February next.

Through Bills of Lading issued to any point in the United States and Canada.  
 Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be accepted at the Office of the Underwriter until the same time. All Parcels should be marked to address in full.  
 Value of same is required.  
 Consular Invoices, to accompany cargo destined to points beyond Portland (Or.) should be sent to the Company's Office, addressed to the Collector of Customs, Portland (Or.).  
 For further information as to Freight rates, &c., apply to  
 ARNHOLD, KARBURG & CO.,  
 Agents.  
 Hongkong, 12th January, 1900. [2965]

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR  
 LONDON, &c.,  
 SHANGHAI  
 MARSEILLES AND JAVA  
 LONDON  
 STEAMERS  
 "PENINSULAR" (Noon 2nd Feb.)  
 "PARAKATTA" (About 2nd Feb.)  
 "AKASHI" (About 7th Feb.)  
 REMARKS.  
 See Special Advertisement.  
 Freight or Passage.  
 Freight or Passage.  
 Freight or Passage.  
 PASSENGER SEASON, 1901.  
 S.S. FLASSY ... 7,240 tons ... March 30th  
 S.S. SOBBAON ... 7,382 tons ... April 27th  
 MARSEILLES AND LONDON DIRECT  
 Without Transhipment.  
 For Further Particulars, apply to  
 A. M. MARSHALL,  
 Acting Superintendent  
 Hongkong, 19th January, 1901. [1]

## NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.  
 FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH THE  
 NORTHERN PACIFIC RAILWAY COMPANY.  

Steamer.	Tons.	Captain.	Proposed Sailing
OLYMPIA	2,837	J. Truebridge	February 1
TACOMA	2,811	A. Dixon	February 1
VICTORIA	3,502	J. Panton	March 8
DUKE OF FIFE	3,821	J. S. Cox	March 15

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.  
 HONGKONG TO LONDON, £52.  
 Excellent accommodation. First class Table. D OR and STEWARDESS carried. Passengers to EUROPE may proceed by one of the AT-LAND ATLANTIC MAIL LINES.  
 HONGKONG TO NEW YORK, £48.  
 The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma. Dining Car is attached to trans-continental trains day and night; TACOMA to NEW YORK in 41 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.  
 HONGKONG TO VICTORIA AND TACOMA, £35.  
 The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA and TACOMA to DYER and ST. MICHAEL.  
 Rates of Passage to other points on application.  
 A Special rate allowed to members of Government Service.  
 For further information as to Passage or Freight, apply to  
 DODWELL & CO. LIMITED,  
 General Agents.  
 Hongkong, 19th January, 1901. [10]

## HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.  
 Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.  

STEAMERS.	DESTINATIONS.	SAILING DATES.
* SILESIA	HAVRE & HAMBURG	On 5th Feb. Freight and Passage.
* FREIBURG	HAVRE & HAMBURG	About 25th Feb. Freight.
* SAXONIA	HAVRE & HAMBURG	About 5th March. Freight.
* BAMBERG	HAVRE & HAMBURG	About 15th March. Freight.
* SIBIRIA	HAVRE & HAMBURG	About 25th March. Freight and Passage.

\* These steamers have superior accommodation for passengers and carry a doctor and a stewardess.  
 For further particulars as to Freight, Passage, etc., apply to  
 CARLOWITZ & CO.,  
 AGENTS.  
 HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.  
 OSTASIATISCHER FRACHTDAMPFER DIENST.  
 Hongkong, 19th January, 1901. [13]

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.  
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

**SAFETY. SPEED. PUNCTUALITY.**  
 Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.  
 PROPOSED SAILINGS FROM HONGKONG.  
 (Subject to Alteration)  
 EMPRESS OF INDIA ... Comdr. O. P. Marshall, R.N.R. ... WEDNESDAY, 13th Feb., 1901  
 EMPRESS OF JAPAN ... Comdr. H. P. Marshall, R.N.R. ... WEDNESDAY, 19th Mar., 1901  
 EMPRESS OF CHINA ... Comdr. R. Archibald, R.N.R. ... WEDNESDAY, 3rd April, 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent from THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.  
 Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 3, 6, 9, and 12 months.  
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.  
 The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.  
 THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.  
 For further information, Maps, Guide Books, Rates of Passage, &c., apply to  
 D. E. BROWN, General Agent,  
 Fiddler's Street,  
 Hongkong, 17th January, 1901. [9]

## NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.  

STEAMERS.	DESTINATIONS.	SAILING DATES.
IZUMI MARU	VICTORIA, B.C. AND SEATTLE, U.S.A. VIA KOBE AND YOKOHAMA	WEDNESDAY, 25th Jan. at 4 P.M.
WAKASA MARU	MAARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 25th Jan. at Daylight.
YAWATA MARU	RYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 25th Jan. at 4 P.M.
HIROSHIMA MARU	MOJI, KOBE AND YOKOHAMA	WEDNESDAY, 30th Jan. at Noon.
BINGO MARU	KOBE AND YOKOHAMA	FRIDAY, 1st Feb. at Daylight.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.  
 For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.  
 A. S. MIHARA,  
 Manager.  
 Hongkong, 5th January, 1901. [12]

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.  
 STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.  
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;  
 ALSO  
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.  
 STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.  
 N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.  

STEAMERS.	SAILING DATES.
* PREUSSIN	WEDNESDAY ... 23rd January.
* HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY ... 6th February.
* SACHSEN	WEDNESDAY ... 20th February.
* KLAUSCHOU (Hamburg-Amerika Linie)	WEDNESDAY ... 6th March.
* BAYERN	WEDNESDAY ... 29th March.
* STUTTGART	WEDNESDAY ... 3rd April.
* KONG ALBERT	WEDNESDAY ... 17th April.
* PRINZ HEINRICH	WEDNESDAY ... 1st May.
* PRINZESS IRENE	WEDNESDAY ... 29th May.
* PREUSSIN	WEDNESDAY ... 15th June.
* HAMBURG (Hamburg-Amerika Linie)	THURSDAY ... 27th June.
* SACHSEN	THURSDAY ... 11th July.

\* Calling at Amsterdam.

ON WEDNESDAY, the 23rd day of January, 1901, at Noon, the Steamship "PREUSSIN" of the NORDDEUTSCHER LLOYD, Captain E. Prehn, with MAELS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon MONDAY, the 21st January, Cargo and Specie will be received on Board until 5 P.M. on THURSDAY, the 22nd January, and Parcels will be received at the Agency's Office until Noon, on THURSDAY, the 22nd January. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.  
 The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.  
 For further Particulars, apply to  
 MELCHERS & CO.,  
 AGENTS.  
 Hongkong, 16th January, 1901. [8]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.  
 FOR SYDNEY AND MELBOURNE.  
 (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)  
 THE Steamship  
 "GUTHRIE,"  
 Captain McArthur, will be despatched for the above ports on THURSDAY, the 31st inst. at 4 P.M.  
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
 This Steamer is installed throughout with the Electric Light.  
 A Stewardess and a duly qualified Surgeon are carried.  
 N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.  
 For Freight or Passage, apply to  
 GIBB, LIVINGSTON & CO.,  
 Agents.  
 Hongkong, 7th January, 1901. [16]

THE EAST ASIATIC COMPANY, LIMITED.  
 FOR MARSEILLES, HAVRE, COPENHAGEN AND BALTIC PORTS.  
 EVENTUALLY CALLING AT SAIGON.  
 THE Company's Steamship  
 "SIAM,"  
 will be despatched as above about the beginning of February, 1901.  
 For Freight, apply to  
 MELCHERS & CO.,  
 Agents.  
 Hongkong, 31st December, 1900. [3303]  
 NATAL LINE OF STEAMERS.  
 THE Undersigned GENERAL AGENTS in CHINA AND JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDIA CHINA STEAM NAVIGATION Co.'s fortnightly service home to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.  
 For Freight and further particulars, apply to  
 DODWELL & CO. LIMITED,  
 General Agents for China and Japan.  
 Hongkong, 4th August, 1897.



VESSELS ON THE BERTH.  
OCEAN STEAMSHIP COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL
LONDON	"PROMETHEUS"	Day	On 5th Feb.
LONDON	"ALCINOUS"	Palford	On 18th Feb.

LIVERPOOL (Taking Cargo at London Rates).  
"GLAUCUS" On 16th Feb.

For Freight, apply to

BUTTERFIELD &amp; SWIRE,

AGENTS O. S. S. Co.

Hongkong, 19th January, 1901.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	SUNSHINE	On 25th Jan., at 4 P.M.
NAGASAKI, KOBE AND YOKOHAMA	FOOCHOW	On 25th Jan., at 4 P.M.
SHANGHAI	HANGCHOW	On 25th Jan., at 4 P.M.
SHANGHAI	WUHU	On 25th Jan., at 4 P.M.
MANILA	CHANGSHA	On 15th Feb., at 4 P.M.

PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE

For Freight or Passage, apply to—

BUTTERFIELD &amp; SWIRE,

AGENTS.

Hongkong, 23rd January, 1901.

## IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.  
THE Imperial German Mail Steamship

"SACHSEN" OF THE NORDDEUTSCHER LLOYD, Captain E. Oesemann, due here with the outward German Mail about the 23rd instant, will leave for the above places, about 24 hours after arrival.

NORDDEUTSCHER LLOYD, Agents, For further Particulars, apply to MELCHERS & CO., Hongkong, 19th January 1901.

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHAFON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU. TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU. THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "KVARVEN" On 27th Jan., daylight. S.S. "BRIGANTINE" On 6th Feb.

THE Steamship "KVARVEN" will be despatched for SAN DIEGO and SAN FRANCISCO, VIA INLAND SEA, YOKOHAMA, HONOLULU, on SUNDAY the 27th January, at DAYLIGHT. Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, China and Japan. Hongkong, 22nd January, 1901.

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"AKASHI MARU," Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 30th inst.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents, Hongkong, 17th January, 1901.

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Company's Steamship

"PENINSULAR," Captain T. Leigh, carrying Her Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 2nd February, at NOON, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay WITHOUT transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to A. M. MARSHALL, Acting Superintendent, Hongkong, 21st January, 1901.

## VESSELS ON THE BERTH.

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,

MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG. "CORICO" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Jan. 23, 1901, at NOON.

"GALIC" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Feb. 23, 1901, at NOON.

"DORIC" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Mar. 19, 1901, at NOON.

THE Company's Steamship "CORICO" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 23rd January, 1901, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent, Hongkong, 8th January, 1901.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG. AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Feb. 7, 1901, at NOON.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Mar. 2, 1901, at NOON.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Mar. 23, 1901, at NOON.

THE Twin-Screw Steamship

"AMERICA MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on THURSDAY, the 7th February, 1901, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of OVERLAND Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent, Hongkong, 23rd January, 1901.

## VESSELS ON THE BERTH.

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

NOTICE.

SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 28th January, 1901, at 1 P.M., the Company's Steamship "INDUS," Captain Duchateau, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.

This steamer connects at COLOMBO with the s.s. "Polytechnie," which vessel takes on her Passengers and Mails, leaving that Port on the 5th February direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. will leave this port for MARSEILLES via BOMBAY.

(Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent, Hongkong, 19th January, 1901.

## NOTICES TO CONSIGNEES.

STEAMSHIP "LAOS," COMPAGNIE DES MESSAGERIES MARITIMES.

## VESSELS ON THE BERTH.

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

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For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent, Hongkong, 19th January, 1901.

## NOTICES TO CONSIGNEES.

STEAMSHIP "LAOS," COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from London and Harve ex s.s. "Orléans," and Bordeaux ex s.s. "Antilles" and "Cambria" in connection with above Steamer are hereby informed that their goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 4 P.M. TO-DAY (THURSDAY), the 17th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned Goods remaining unclaimed after THURSDAY, the 24th instant, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 24th inst., or they will not be recognized. All damaged packages will be examined on THURSDAY, the 24th inst., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent, Hongkong, 17th January, 1901.

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

FROM BOMBAY, COLOMBO AND SINGAPORE.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on cargo—China and Valletta. From London, &c., ex s.s. "China" and "Valletta." From Persian Gulf, ex s.s. "Kulna," "Nasr" and "Pembu."

From Zanzibar, &c., ex s.s. "Kola." Optional goods will be landed here unless intimation is given to the contrary before 10 A.M. TO-DAY.

Goods not cleared by the 24th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which to claims will be recognized.

A. M. MARSHALL, Acting Superintendent, Hongkong, 18th January, 1901.

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after 2 P.M. of the 23rd inst., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DAVID SABSOON, SONS & CO., Agents, Hongkong, 19th January, 1901.

## NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON AND STRAITS.

THE Steamship

"MERIONETHSHIRE," Captain Evans, having arrived from the above ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents, Hongkong, 19th January, 1901.

## NOTICES TO CONSIGNEES.

## NOTICES TO CONSIGNEES.

SS. "GYMERIG," FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th instant, will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 28th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents, Hongkong, 21st January, 1901.

## OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"ALCINOUS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Kowloon Godown Co., in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 23rd instant.

Optional cargo will be landed unless notice has been given prior to steamer's arrival. Goods undelivered after the 28th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 29th instant.

BUTTERFIELD & SWIRE, Agents, Hongkong, 21st January, 1901.

## CARTRIDGES! CARTRIDGES!!

JUST LANDED A NEW STOCK OF ELEY'S and KYNOC'S SPORTING CARTRIDGES and NEWCASTLE CHILLED SHOT.

20 BORE CARTRIDGES.

16 " " " " " "

12 " " " " " "

10 " " " " " "

8 " " " " " "

Wm. SCHMIDT & CO., Gunsmiths, Hongkong, 3rd January, 1901.

## THE HONGKONG STEAM WATER BOAT COMPANY, LIMITED.

THE above Company is prepared to supply the shipping in Hongkong with PURE and FILTERED WATER both for deck and boilers.

Call Flag W. J. W. KEW, Manager, 20, Des Vaux Road, Hongkong, 18th December, 1900.

## THE NEW FRENCH REMEDY

TRADE THERAPION MARK

This successful and highly popular remedy, as employed in the Continental Hospitals by Bland, Bostan, Joubert, Velez, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1 is a powerful and effective remedy for the urinary organs, effectually removing all discharges from the urinary organs, effectually removing all discharges from the urinary organs, effectually removing all discharges from the urinary organs.

THERAPION No. 2 is a powerful and effective remedy for the urinary organs, effectually removing all discharges from the urinary organs, effectually removing all discharges from the urinary organs.

THERAPION No. 3 is a powerful and effective remedy for the urinary organs, effectually removing all discharges from the urinary organs, effectually removing all discharges from the urinary organs.

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